Australian
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90c*

MODEL RAILWAY

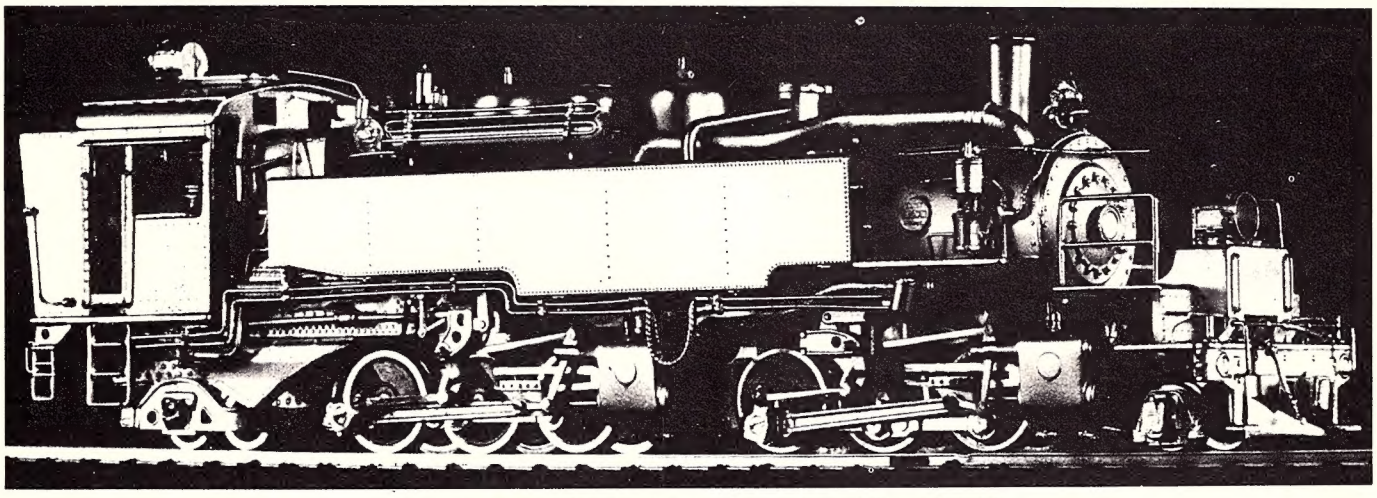
Magazine

AMRM

Registered for posting as a periodical — Category B.
* Recommended retail price only

NEW FROM 'UNITED'

— FOR THREE FOOT GAUGERS . . . .



HOn3 2-6-6-2 UINTAH TANK MALLET. PRICE: $550.00.

Model Dockyard carry in stock over 400 different brass models in 'O', 'On3', 'HO' & 'HOn3' gauges. The following are but a small selection from our current 'HO' range:

KUMATA PRODUCTS

	HO 'SD' Geared Truck Set	$34.95
36	HO 0-4-0 Plantation Tank Locomotive	36.00
158	HO 0-4-2 Baldwin Logging Tank Loco.	35.10
	HO 4-6-0 G.W.R. 'King' Class Loco. & Tender	343.85
142	HO 4-6-0 G.W.R. 'Castle' Class Loco. & Tender	241.00
144	HO Hi-Cube Box Car, Less trucks	19.00

HALLMARK MODELS

–	Hallmark Models Catalogue	2.00
146	HO 2-8-0 C.M. Loco. & Tender	186.65
232	HO E.M.D. GP-35 Diesel Loco. w/Flywheel	69.55
233	HO E.M.D. GP-38 Diesel Loco. w/Flywheel	69.55
24	HO MO Pc Wood Caboose, less trucks	29.55
113	HO M.K.T. Steel Caboose, less trucks	21.80
258	HO A.T. & S.F. 'M-160' Gas-Electric Car	84.50
33	HO 4-4-2 S.L. & S.W. Loco. & Tender	111.75
257	HO 2-8-2 S.L.S.F. (Frisco) Loco & Tender	167.80
46	HO 0-6-O A.T. & S.F. '2100' Switcher & Tender	197.00
56	HO 2-8-0 S.L.S.F. (Frisco) '1306' Loco. & Tender	296.00
261	HO 4-8-2 I.C. Loco. & Tender	192.95
39	HO 2-8-0 I.C. '900' Loco & Tender	116.00
77	HO MKT '400' Obervation (Business) Car, w/trucks	46.50
58	HO MKT '900' Steel Chair Car, w/trucks	32.55
67	HO MKT '496' Solarium-Lounge Car, w/trucks	34.75
68	HO MKT '438' 36 Seat Dining Car, w/trucks	33.95
143	HO MKT Steel Baggage Car, w/trucks	37.45
59	HO 2-8-0 Mo Pac '100' Loco. & Tender	121.50
250	HO 2-8-2 MKT Loco. & Tender	157.00
133	HO 4-6-0 C.M. Loco. & Tender	197.00
58	HO GP-18 Low Nose Diesel Locomotive	72.75
105	HO G.E. 'U30cG' Diesel Locomotive	83.40
88	HO 2-10-2 A.T. & S.F. '900' Series Loco. & Tender	247.50
57	HO 4-8-4 Wabash '0-1' Loco. & Tender	249.00

NICKEL PLATE PRODUCTS

32	HO Mil. Road 'EF/5' Two unit Electric Locomotive 'A' Powered, 'B' Dummy	205.25
189	HO Rock Island 'Rocket Train' Comprising 4 Piece Set-Diesel 'A' Unit & 3 Pass. Cars, painted	345.75
227	HO Erie-Lackawanna Caboose	37.50
260	HO G.N. 'Z-1' Class Electric Locomotive	274.95
104	HO 2-8-4 N.Y.C. 'A-Ib' Loco. & Tender, painted	472.55
73	HO D. & H. Wood Caboose, centre cupola type w/trucks	29.25
78	HO D. & H. Wood Caboose, end cupola type w/trucks	29.25
15	HO 4-6-4 D.L. & W. 'M-1' Loco. & Tender, painted	463.00
136	HO Soo Line Wood Caboose w/trucks	27.60
167	HO U.P. Chair Car, less trucks	28.65
151	HO 2-10-4 D.M. & I. R. Loco. & Tender	201.00
4003	HO Erie Modernised Coach/Diner Set	75.40
186	HO N.Y.O. & W. Observation Car	37.90
187	HO P.R.R. 2-Car Set: 56 seat Coach & 'R-50b' Express Reefer	65.80
4001	HO 4-6-0 C.B. & Q. 'K-2' Loco. & Tender	151.90
4002	HO 4-8-4D. & H. 'K-62' Loco. & Tender	176.50
26	HO 4-8-4 D.L. & W. 'Q-4' Loco. & Tender	194.85
	HO California Zephyr Passenger Cars. Full length corrugated sides, complete with trucks and nickel plated finish:	
239	HO Vista Dome	45.65
43	HO Dome — Coach	45.65
44	HO Diner	37.85
245	HO 4-6-4 C. & N.W. 'E-4' Loco. & Tender, painted	247.85
19	HO 4--6-4 C. & N.W. 'E-4' Loco. & Tender	214.45
28	HO 4-8-4 N.Y.C. 'Niagara' Loco. & Tender, painted	339.25
4007	HO 4-6-2 Wabash 'J-1' Loco. & Tender	244.85

S. SOHO AND CO.

114	HO 64' Harriman Combine, original	31.30
115	HO 67' Harriman Coach, original	31.30
118	HO 72' Harriman RPO-Baggage Car, original	31.30
119	HO 62' Harriman RPO Car, original	31.30
120	HO 79' Harriman Coach, original	31.30
122	HO 79' Harriman Diner, original	31.30
123	HO 64' Harriman Combine, modernised	31.30
127	HO 68' Harriman Observation, modernised	34.95
135	HO 72' Harriman Baggage Car, modernised	31.30
147	HO 72' Harriman RPO-Baggage Car, modernised	31.30
149	HO 62' Harriman RPO Car, modernised	31.30
155	HO 79' Harriman Commuter Coach, modernised	34.95
156	HO 79' Harriman Diner, modernised	31.30
38	HO 67' Harriman Coach, original (w/Harriman type windows)	41.50
40	HO 67' Harriman Coach, modernised (w/Harriman type windows)	41.50
47	HO 62' Harriman Baggage Car, original	41.50
49	HO 62' Harriman Baggage Car, modernised	41.50
256	HO S.P. 134' Articulated Coach, Corrugated sided with Nickel Plated Finish	52.50
198	HO S.P. Three Unit Diner, Corrugated Sided with Nickel Plated Finish	81.70
111	HO Amtrack Coach with nickel silver finish, black painted floor and truck side frames. Fitted with diaphrams	64.65
38	HO Amtrack Cafe Bar. Finish as for No. 111	64.65
R.87	HOn3 C. & S. No. 70 Coach	82.00
128	HOn3 D. & R.G.W. No. 310 Coach	69.00
246	HOn3 R.G.S. "Edna" Business Car	52.50

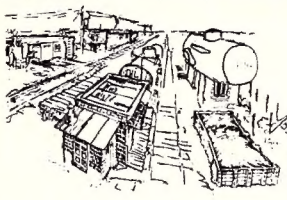
For a copy of our 9-page HO/HOn3 brass car & loco price list posted, send 95c. For details of the O/On3/On2 range, send stamped s.a.e.

SOLE AGENT & IMPORTER

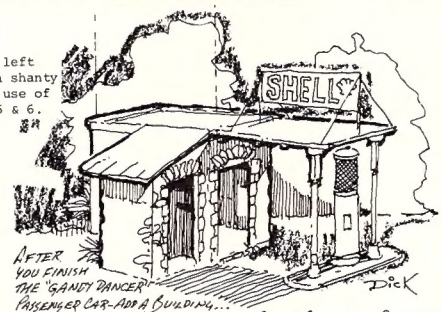
THE MODEL DOCKYARD PTY. LTD.

216-218 SWANSTON ST. MELBOURNE. PHONES: 663 3505 & 663 4792

ROUNDHOUSE HO/00



The little scene on the left depicts some ideas for a shanty town scene based on the use of 3-in-1 kits Nos. 1504, 5 & 6.


SHELL
AFTER YOU FINISH THE 'GANDY DANCER' PASSENGER CAR-ADD A BUILDING...
YOU CAN USE YOUR EXTRA PARTS TO BUILD A SMALL GAS STATION.
Dick

1505 KIT BASHING BUILDING IDEA

3-bay Hoppers -$3.75

3 in 1 Kits -$9.50

34' Overton Cars -$6.25

Gondola -$3.75

30' Flat Cars -$3.75

Ore Cars -$3.75

Box Cars -$4.50

50' Passenger Cars (Old Timers) -$7.25

"CLIMAX" LOCOMOTIVE KITS
2793 Climax Body Kit -- -- -- -- -- -- -- -- -- -- -- $11.25
2794 Climax Dummy (Unpowered) -- -- -- -- -- -- -- -- $14.25
2795 Climax with prepainted body and ready-to-run chassis -- -- -- -- -- -- -- -- -- -- -- -- $37.50

BOX CAB DIESEL KIT WITH FLY WHEEL DRIVE - -- -- -- $32.50
2801 Undecorated

BOX CARS, 40ft TRUSS SIDE -- -- -- -- -- -- -- -- -- $4.50
1030 Unlettered 1034 Southern Pacific

BOX CARS, 40ft STEEL AAR - -- -- -- -- -- -- -- -- -- $4.50
1040 Unlettered 1058 Rock Island
1041 Burlington Northern 1060 Rock Island (modern)
1053 B. & O. 1061 Conrail
1055 C. & N. W.

BOX CARS, 50ft SINGLE DOOR -- -- -- -- -- -- -- -- -- $4.50
1206 Santa Fe (red) 1214 Evergreeen
1212 Great Northern 1215 Southern
1213 Santa Fe 1199 Conrail

BOX CARS, 50ft PLUG DOOR - -- -- -- -- -- -- -- -- -- $4.50
1250 Undecorated 1253 Santa Fe
1254 S.P. Hydro Cushion

GONDOLAS, 40ft STANDARD -- -- -- -- -- -- -- -- -- -- $3.75
1342 Santa Fe 1348 G.N. Big Sky Blue
1343 Southern Pacific 1349 Penn Central
1344 Union Pacific 1351 Rock Island
1352 Conrail

SHORTY ORE CARS, TAPER SIDES -- -- -- -- -- -- -- -- $3.75
1401 Unlettered 1410 Great Northern
1405 D. & R.G.W. 1415 Burlington Nthn
1412 Chicago North Western

SHORTY ORE CARS, RECTANGULAR SIDES -- -- -- -- -- -- $3.75
1402 Unlettered 1425 G.N. Big Sky Blue
1419 Rock Island 1426 Penn Central
1420 Great Northern 1427 B. & O.
1421 Duluth, Missabe & Iron Range 1428 Santa Fe
1429 Union Pacific (Silver)
1423 Milwaukee
1424 Union Pacific

COVERED HOPPER CARS -- -- -- -- -- -- -- -- -- -- -- $5.25
1430 Unlettered 1438 U.S. Borax & Chemicals
1431 Pennsylvania
1432 Union Pacific 1439 Boston & Maine
1433 Ace Hi Feed 1440 Boraxo
1434 Jack Frost 1441 G.N. Big Sky Blue
1435 Southern Pacific 1442 Penn Central
1437 Haliburton 1443 Burlington Nthn.
1445 Conrail

SHORTY FLAT CARS, 30ft -- -- -- -- -- -- -- -- -- -- $3.75
1450 Unlettered 1456 Union Pacific
1454 Pennsylvania 1457 Santa Fe
1459 Canadian National

3-BAY HOPPERS (6-BIN) - -- -- -- -- -- -- -- -- -- -- $3.75
1485 Unlettered 1489 Virginian
1486 Western Maryland 1493 D. & R. G. W.
1490 Norfolk & Western

THREE IN ONE KITS -- -- -- -- -- -- -- -- -- -- -- -- $9.50
1500 Log Cars
1501 Wood Chip Cars
1502 Flat Cars (MW)
1504 Wayside Kit #1
1505 Wayside Kit #2
1506 Wayside Kit #3
1507 Tank Car (MW Fire Fighting)
1508 Steel Ore Jimmies
1509 Skeleton Log Cars & Assay Office "VICTORIA SQUARE SERIES"
1511 (1) Station, Caboose & Box Car
1512 (2) Building, Passenger Car Set - 2 (Cable Cars & Cable House)
1513 (3) Cable Car Barn 2-storey brick
1514 Battle Mountain Street Scene - Sazerac's Old-timer Saloon & Nevada Central's Corporate Office - 2-storey stone
1515 Rotary Snow Plow & Tender
1516 Jordan Spreader & Snow Crab
1517 Snow Dozer & MW Flanger

3-BAY OFFSET SIDE HOPPERS -- -- -- -- -- -- -- -- -- $3.75
1610 Undecorated 1613 Nickel Plate Road
1615 New York Central

FREIGHT BOGIES -- -- -- -- -- -- -- -- -- Per pair $1.25
2922 Archbar 2924 Fox
2923 Bettendorf 2925 Roller Bearing

PASSENGER CAR BOGIES - in pairs
2931 Standard Pullman 6-wheel -- -- -- -- -- -- -- $1.90
2933 Pennsy Roller Bearing 4-wheel -- -- -- -- -- $1.50
2934 Challenger 4-wheel -- -- -- -- -- -- -- -- -- $1.50
2935 Commonwealth 4-wheel -- -- -- -- -- -- -- -- $1.50
2936 Wood Beam 4-wheel -- -- -- -- -- -- -- -- -- $1.50
2937 Standard Pullman 4-wheel with one piece coupler -- -- -- $1.50

BOX CARS, 36ft OLD TIMERS -- -- -- -- -- -- -- -- $5.50
3060 Unlettered 3065 Pennsylvania
3063 Colarado Midland 3067 B. & O.
3068 NYC & Hudson River

THE ITEMS LISTED IN THIS ADVERTISEMENT WERE IN STOCK AT THE TIME THAT THE ADVERTISEMENT WAS PREPARED.

IT IS NOT POSSIBLE TO STATE IF A PARTICULAR ROAD NAME WILL BE IN STOCK AT ANY GIVEN TIME.

SHIPMENTS OF ROUNDHOUSE LINES ARE RECEIVED AT FREQUENT INTERVALS.

BILLBOARD REEFERS, 36ft OLD TIMERS -- -- -- -- -- $5.95
3146 Cracker Jack 3149 Hershey Chocolate
3150 Old Dutch Cleanser

REEFER CARS, 36ft OLD TIMERS -- -- -- -- -- -- -- -- $5.50
3160 Unlettered 3162 Pacific Fruit Express

TANK CARS, 26ft OLD TIMERS -- -- -- -- -- -- -- -- -- $6.75
3360 Unlettered 3365 Union Pacific
3366 Union Tank Line

CABOOSES, OLD TIMERS - -- -- -- -- -- -- -- -- -- -- $6.25
3400 Unlettered 3421 Santa Fe
3401 Union Pacific 3441 D. & R. G. W.
3420 Unlettered 3446 Reading

CABOOSES, MODERN 2-WINDOW STYLE -- -- -- -- -- -- -- $5.25
3470 Unlettered 3471 Pennsylvania
3478 Rock Island

CABOOSES, MODERN 4-WINDOW STYLE -- -- -- -- -- -- -- $5.25
3480 Unlettered 3483 Great Northern

EXPRESS REEFERS, 50ft OLD TIMERS -- -- -- -- -- -- -- $6.25
3612 Chateau Martin Wine

OVERTON COACHES, 34ft. -- -- -- -- -- -- -- -- -- -- $6.25
3700 Unlettered 3702 Denver & R.G.W.

COACHES, 50ft OLD TIMERS - -- -- -- -- -- -- -- -- -- $7.25
4999 D. & R. G. W. 5006 Pennsylvania
5001 Unlettered 5007 Virginia & Truckee
5009 B. & O.

BAGGAGE CARS, 50ft OLD TIMERS -- -- -- -- -- -- -- -- $7.25
5018 D. & R. G. W. 5020 B. & O.
5022 U.P. - C.N.

COMBINES, 50ft OLD TIMERS -- -- -- -- -- -- -- -- -- $7.25
5061 Pennsylvania 5063 D. & R. G. W.

BUSSINESS CARS, 50ft OLD TIMERS -- -- -- -- -- -- -- $7.25
5068 Virginia & Truckee 5069 D. & R. G. W.
5071 Baltimore & Ohio

CIRCUS CARS, BAGGAGE, 50ft -- -- -- -- -- -- -- -- -- $7.25
5030 Barnum & Bailey 5031 Ringling Bros.

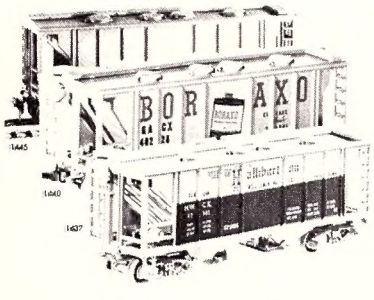
CIRCUS CARS, COMBINATION 50ft -- -- -- -- -- -- -- -- $7.25
5036 Barnum & Bailey No.1

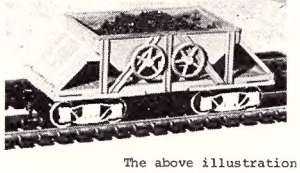
MULTI PACKS OF OLD TIME PASSENGER CARS, 50ft - -- $18.75
(Coach, Business, Combine)
5105 Denver & Rio Grande Western

HARRIMAN OBSERVATION CARS -- -- -- -- -- -- -- -- -- $7.25
6001 Southern Pacific 6003 Pennsylvania

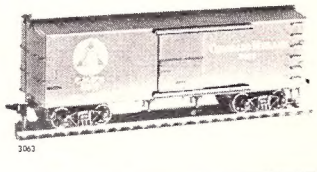
HARRIMAN BAGGAGE CARS -- -- -- -- -- -- -- -- -- -- $7.25
6023 Pennsylvania

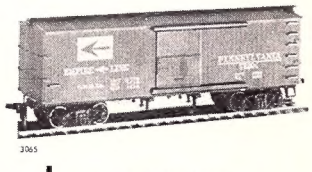
TO ALL RETAILERS: The prices set out or referred to herein are recommended prices only and there is no obligation to comply with the recommendation.





The above illustration shows an 'Ore Jimmy' constructed from parts in 3-in-1 Kit No. 1508.





More than 40 types with up to 16 road names

AMC DISTRIBUTED PRODUCTS

from good hobby shops everywhere

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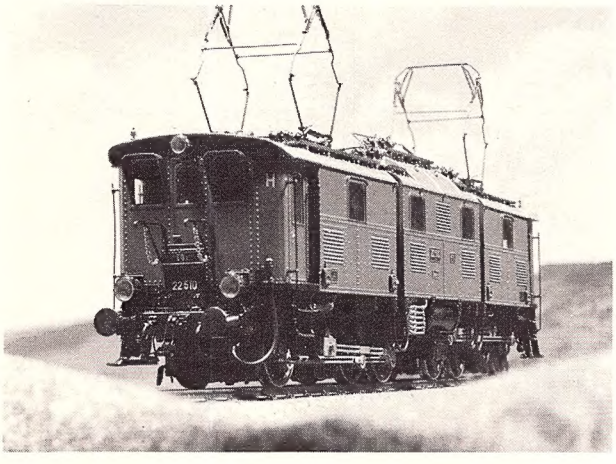
Berg's Hobbies Pty. Ltd.

P.O. Box 527
Parramatta, 2150
Ph. (02) 635 8618

FOR

'O' GAUGE ENTHUSIASTS



Eurotrain

Finescale, handcrafted, brass model. Painted and ready to run. 2 rail DC and overhead operation. Shown is a model of the DBE 91. Price and availability on application.
Also available a range of 'O' and 'I' gauge locomotives and rollingstock to special order.

Also We Have — The following 'O' gauge items.
SLATERS. 7mm Wagon kits — complete with wheels and 3 link couplings.
M.R. 8 ton Fruit van $14.25, M.R. 8 ton coke wagon $12.05, M.R. 5 plank wagons, end or side door $11.60 ea, M.R. brake Van $19.40, M.R. 3 plank wagon $11.60, M.R. 8 ton box van $13.85, M.R. cattle wagon $16.95.
P.O. wagons also in 5 different styles, from $11.60 each, Finescale wagon wheels, spoked and 3 hole $4.10 per set.

3H 'O' wagon kits. 6 different types from $5.35 ea.
PECO 'O' track and points. We endeavour to keep good stocks available.
CAMBRIAN 3 link couplings, 85c pr. Screw couplings $2.10 pr.
LIMA Selected range of locomotives and rollingstock.

MODEL RAILWAYS
IN THE
SYDNEY
EASTERN SUBURBS

Range Includes:—
PREISER
AMRI Accessories,
ATLAS
HORNBY
LIMA
JOUEFF
LIFE-LIKE
ROCO track
BRAWA
MEHANOTEHNIKA
KIBRI
VAU-PE
PO LA
HUMBROL
H & M
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ROCO locomotives.

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COME VISIT US, IF WE DON'T STOCK IT, WE'LL TRY AND GET IT FOR YOU!
OPEN THURSDAY NIGHTS AND SATURDAYS.

Model Trains and Accessories
at Big Discounts

TRAINWORLD HOBBIES

MAIL ORDER SPECIALISTS

We specialise in Marklin and offer this expert knowledge to all Marklin lovers.
A large range of genuine Marklin spare parts is supplied direct from the manufacturer in Germany.

We carry out specialised repairs to all Marklin equipment and perform Marklin two-rail conversions at low prices.
An extensive range of used Marklin equipment is carried, as are also supplies of discontinued items which are in great demand — write for details.
We offer big discounts and suggest you try us first for the very best deal —
We pay top prices for unwanted Marklin.
Write for details and colour brochure of the new Marklin 1979/80 releases.

Other equipment carried includes — Vollmer, Peco, Rivarossi, Roco, Kibri, Pola, AMC and AMRI Products, Locomotion, Marklin 2-rail DC, HO and N gauge where applicable.

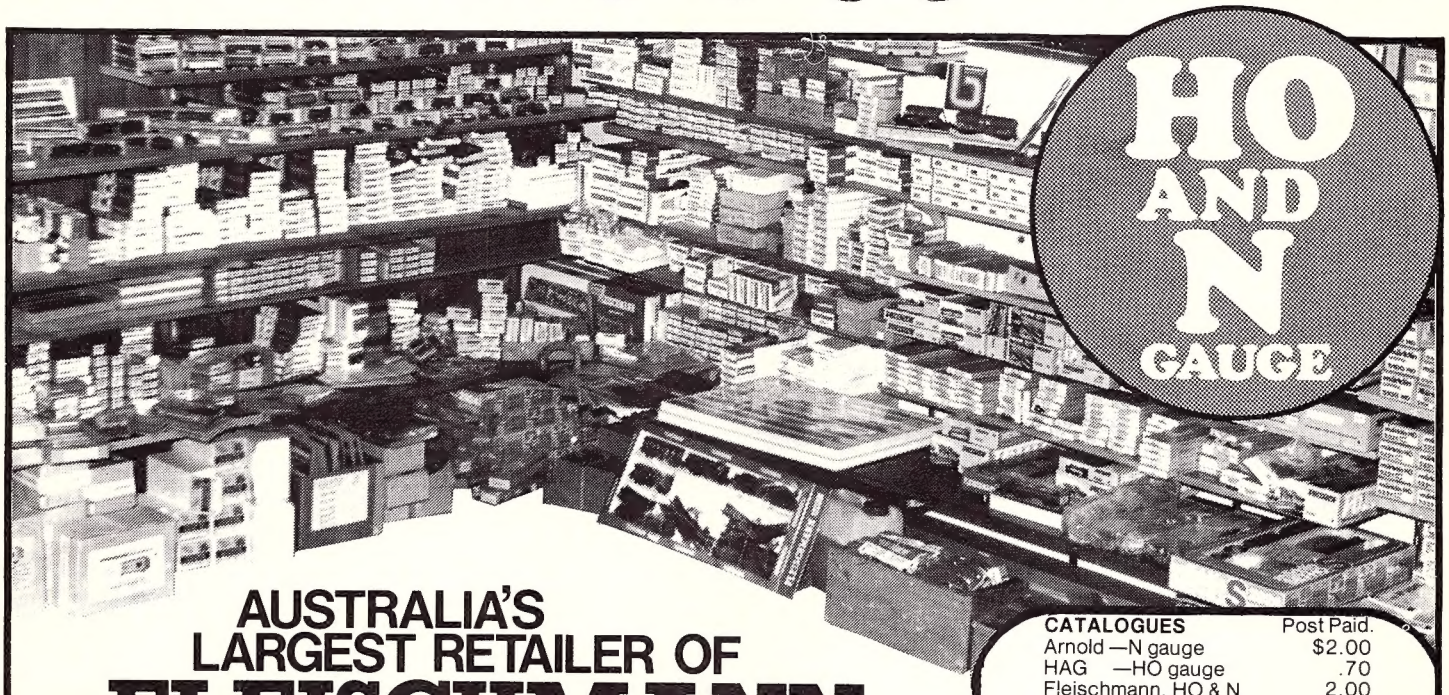
Applications taken for subscription to the Marklin Magazine.

Ring
(046) 25 5861 or (046) 25 1745
or write to
PO Box 490, Campbelltown 2560

Inspection by appointment only.

Bill Webb

AUSTRALIA WIDE MAIL ORDER



HO AND N GAUGE

AUSTRALIA'S LARGEST RETAILER OF FLEISCHMANN

CATALOGUES	Post Paid.
Arnold —N gauge	$2.00
HAG —HO gauge	.70
Fleischmann. HO & N	2.00
Hamo HO 2 rail DC	.25
Kibri Kits	1.40
Marklin 1978/79	1.50
Pola Kits	3.00
Vollmer 1978/79	1.45
Locomotion Controllers	.25
Seuthe Smoke Generators	.25
Rivarossi - to NSW	**8·65**
-interstate	**9·75**

BILL WEBB ALSO STOCKS

Locomotion Controllers for 2 Rail DC and Marklin 3 Rail AC Systems.

MERTEN • VOLLMER KITS & OVERHEAD CATENARY • RIVAROSSI • HAG • ARNOLD • MARKLIN 3 RAIL HAMO • PECO WIKING • KALMBACH • BUSCH

SPECIAL OFFER

To our customers with the 78-79 FLEISCHMANN catalogue.

10% off all models listed in pages 28-33 for HO and pages 69-72 for N. Lighting units to suit, 10% off.

OFFER CLOSES 30/6/79

MAIL CHARGES
Orders up to $15.00 add 80 cents.
Orders $15.00 to $50.00 add $1.50.
ORDERS OVER $50.00 POST FREE.
No order too small.

FLEISCHMANN

LOOK WHAT WE HAVE IN STOCK!!!!!!
Yes, some of the FLEISCHMANN New Releases for 1979

HO

4434	2 coach diesel Railcar of DB Ocean blue/beige	$100.00
4436	Centre coach for above	22.00
5045	Refrigerated Wagon "Grolsch-Bier" — Yellow/grey	4.60
5193	Express refreshment coach "QUICK-PICK". Turquoise/beige. 264mm. Completes set 5190/91/92. Pantagraph	25.00
5337	Covered "sliding wall" wagon. Swiss private owner "Warteck" Bier	17.00
5356	Cattle wagon of DB with brake house	14.00
5472	Bogie tank wagon "BP" length 165mm	17.00
5473	Bogie tank wagon "ARAL". 165mm	17.00

N

8117	Sleepiong coach "TEN" of SBB with interior details. 165mm	$15.00
8193	Express refreshment coach "QUICK-PICK". Turquoise/beige. 170mm. Completes set 8190/91/92. Pantagraph	21.00
8245	Container Wagon "SCHENKER". 90mm	11.00
8325	Refrigerated wagon "GROLSCH-BIER"	8.00
8354	Cattle wagon of DB	10.00

AND coming later this year N gauge Electric turntable and 3 way point. Order now . . . .

Send 25c stamp for copy Fleischmann's New Items for 1979 brochure.

MARKLIN !!!

MARKLIN announce 23 new HO items this year and they include Mallet type freight Loco 2-6-8-0 with metal boiler (also Hamo). Transfer Table and Flexible "K" track in 900mm lengths. ORDER NOW . . . and send 25c stamp for full details.

SEUTHE Smoke Generators

FOR STEAM LOCOMOTIVES AND DIESELS

We stock a unit to suit most makes HO, O and No. 1 gauge locomotives, whether metal or plastic. There are special units for Marklin, Fleischmann, Hamo, Roco and Liliput. Also units for Ships, Diesels, houses and factories.

SEUTHE ACCESSORIES for:
HO, No. 1, O, N and Z gauges

1. Cleaning fluid for track and Locos.
2. Ultra Adhesive Oil.
3. 3-in-1 Track Maintenance Tool.
4. Pressure Pack Cleaning Spray.

For brochure & price list send 25c stamp.

Please forward
☐ PRICE LISTS ☐ MODEL No.
☐ DESCRIPTION ☐ CATALOGUE

I enclose $ postal note/cheque

NAME _____

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McBEES Hobby Centre

McBEES HOBBY CENTRE

P.O. Box 144 is registered at 535 Plenty Road, Preston. Items in this ad are a selection only. Any other enquiries please write. We are a licensed secondhand dealer.

Our shop is located at:
535 Plenty Road,
East Preston.

Hours: Mon-Wed 4pm-7pm
Thurs, Fri 12 noon-9pm
Sat 9 am-1 pm.

PLEASE all Mail orders to
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POSTAGE RATES:-

Post and packing MINIMUM $1.00
Additional charges:
On orders under $5.00 Nil.
$5.00-$14.99 extra 50¢
$15.00-$29.99 extra $1.00
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$50.00 and over Nil.
Airmail extra $3.00
Registered extra $2.50

bankcard welcome here

We welcome payment by BANKCARD. Please include number, expiry date and authorisation and signature.
For fastest service order on our order form with general enquiries on separate sheet.

TIMEWELL PRECISION FLYWHEELS

101 for Alco, Balboa, Westside, for shaft diameter of 3/32", OD 3/4", Length 3/8"	$2.60
102 for Suydam, for shaft diameter of 3/32", OD 11/16", Length 3/8"	$2.60
1031 for Athearn U28, U30, U33, PA1	$3.25
1032 for Athearn F7, GP9, SD9, RDC, GP30, GP35, BART	$3.25
1033 for Athearn S12, SW1500	$2.60
1034 for Athearn F45, FP45, SDP40, SD45	$3.25
115 for Sagami Motors with 1.5mm shaft	$2.60
120 for Sagami Motors with 2mm shaft	$2.60
124 for Sagami Motors with 2.4mm shaft	$2.60

SAGAMI MOTORS

12201-9 1.5mm dia double shaft	$24.65
14201-9 1.5mm dia double shaft	$22.45
14251-9 1.5mm dia double shaft	$25.95
16300-9 2.0mm dia single shaft	$19.45
16301-9 2.0mm dia double shaft	$18.15
20321-9 2.4mm dia double shaft	$19.45
22401-9 2.4mm dia double shaft	$23.35
28241-9 2.4mm dia double shaft	$19.50
Specification Booklet	50c

Note: the first 2 digits of the motor number are its diameter in mm and the third and fourth digits are its length in mm i.e. 12201-9 is 12mm dia and 20mm long. We have in stock Motor Shaft Bushings to increase small shafts (1.5, 2.0, 2.4mm dia) to the "normal" 3/32" dia. Please specify motor number when ordering.
Pkg. of 3 $1.60

WALTHERS STYRENE SHEET

.010" pack of 6 sheets	$1.30
.015" pack of 4 sheets	$1.30
.020" pack of 3 sheets	$1.30
.040" pack of 2 sheets	$1.40
.060" pack of 1 sheet	$1.30
.015" clear 3 sheets	$1.30

Sheet size is 6½" × 12".
NOTE:- Because of a very unreliable supply situation we will no longer be stocking SLATERS Plastikard.

MAIL ORDER SPECIALISTS

KADEE COUPLERS

We have full stocks of HO, O, HOn3 coupler types — all priced at $2.50 a packet EXCEPT No 5's which are $2.20. N Gauge KADEE Couplers (No. 1023) are $3.85 a packet. In all cases a 10% discount applies when 10 or more packets are purchased at a time (may be mixed). In Ho, HOn3 and N there are enough couplers per packet for 2 cars or wagons while in O there are enough couplers for only one. N Couplers are supplied assembled.

KADEE HO COUPLERS

No 4 All metal coupler 2 pair
No 5 Universal coupler 2 pair
No 6 Long shank coupler 2 pair
No 7 Underset Long coupler 2 pair
No 8 Medium length coupler 2 pair
No 9 As for No 5 but intended for bogie mounting 2 pair
No 711 3/4 Size for old time equipment 2 pair
No 13 Coupler test kit $10.50
No 16 is the No 6 coupler with the No 7 draft gear 2 pair $2.50
(No 16 is for use on vehicles with buffers.)

HO KADEE COUPLER CONVERSION BOLSTERS

No 505 For AHM and Rivarossi 6 wheel Pass. Trucks	pair $3.10
No 507 For Central Valley 6 wheel Pass. Trucks	pair $3.10
No 508 For AHM and Rivarossi 4 wheel Pass. trucks	pair $3.10

KADEE HO UNCOUPLERS

No 307 HO Magne-Electric	ea $8.25
No 308 Under Track type	ea $2.50
No 321 Between Rails type	ea $3.60

HO TRUCKS AND WHEELS

No 500 Bettendorf	pair $3.25
No 501 Archbar	pair $3.25
No 502 Bettendorf with couplers	pair $4.55
No 503 Archbar with couplers	pair $4.55
No 509 Andrews	pair $3.25
No 510 Andrews with couplers	pair $4.55
No 520 12 prs. 33" Freight Car Wheels	$4.50
No 521 12 prs 36" Pass. Car Wheels	$5.50

Plus a large range of accessories, spare springs, etc.

KADEE N GAUGE

No 1023 Couplers assembled 2 pair $3.85. A 10% DISCOUNT applies on orders of 10 or more packets of N gauge couplers.
No 1055 'N' Standards Gauge $5.20
No 1310 Perm magnet uncoupler pair $2.85
No 1039 Electro-magnet uncoupler ea $7.75
No 1000 Bettendorf bogies with couplers pair $3.15
No 1001 Bettendorf bogies without couplers pair $2.00
No 1007 Wheel, ribbed back, tapered axles 12 pair $3.45
No 1010 Archbar bogies with couplers pair $3.15
No 1011 Archbar bogies without couplers pair $2.00
No 1030 Roller Bearing bogies with couplers pair $3.15

Plus a large range of coupler conversion kits for N locomotives.
Write for KADEE lists and information leaflet. Don't forget to state which gauge.

Remember KADEE prices shown above are not "specials". They are our normal KADEE prices.

HO COUPLER ACCESSORIES

205 HO Coupler Height Gauge	$3.85
208 Truck Spacer Washers .015" thick	.90¢
209 Truck Spacer Washers .010" thick	.90¢
231 Grease-em dry Lubricant	$1.60
235 Spring Pic Tool	$1.60
236 Speedi Driver Cleaner	$8.15
256 Roundhead Delrin Screws, $2.56	$1.50

TRAIN MINIATURE

25 Ton Industrial Crane MOW	$6.50
Bay Window Supply Caboose MOW	$5.20
42' Bunk Car, MOW, Santa Fe SP	$4.60
42' Engineering Tool Car, MOW, SP	$4.55
42' Kitchen Car SF, SP	$4.55

From the Tobacco Road Series:- Camel, Lucky Strike, Chesterfield, Red Man, Phillip Morris, Old Grand Dad pipe Tobacco, Five Brothers Pipe Tobacco, El Producto Cigars, Between-The-Acts Cigars all $5.20 each.

ATHEARN HO

NEW ATHEARN DIESEL:- due in August is Athearn's first new loco since the SD9. The prototype for the new model was the Fairbanks-Morse H-24-66 named Trainmaster by the maker. They were the highest horsepower (2400hp) diesel available at their introduction in 1953. Sixteen were still in commuter service with SP in 1972. Roadnames available will be SP, Santa Fe, Pennsylvania and undecorated in hi and lo walk versions. We are accepting advance orders for this model now. Price will be $30.00.

DETAILS WEST HO

50 foot Double door Box Car in the following road names, CNW, SP, UP, Weyerhauser, BMWX, TPIX and also undecorated. Kit features one piece plastic body, separate ladders and brake gear, non-operating cushion type underframe and Delrin trucks — less couplers but Kadee's No 5's will fit. $6.95

PECO TRACK SYSTEMS

NOTE:- There has been an "across-the-board" increase in PECO prices.

SL700X 'O' Streamline Track n/s	yd $4.00
SL100X 'HO' Streamline Track n/s	yd $2.50
SL300X 'N' Streamline Track n/s	yd $2.25
SL400X HOn2½' Crazy Track n/s 18"	$1.25

HO ELECTRO FROG POINTS

Curved point RH or LH	$7.75
5' Radius point RH or LH	$7.75
3' Radius point RH or LH	$6.75
2' Radius point RH or LH	$6.15
Long "Y" Point	$6.75
Short "Y" Point	$6.15

HO FINESCALE CODE 100 POINTS

Curved Point RH or LH	$7.35
5' Radius Point RH or LH	$7.35
3' Radius Point RH or LH	$6.45
2' Radius Point RH or LH	$5.95
Short Crossing	$5.75
Long Crossing	$6.45
Short "Y" Point	$5.95
Long "Y" Point	$6.45

'N' STREAMLINE POINTS

Curved Point RH or LH	$6.75
3' Radius Point RH or LH	$6.75
18" Radius Point RH or LH	$5.95
Long Crossing	$6.75
"Y" Point	$5.95

PECO ACCESSORIES

Rail Joiners Metal or Plastic HO or N	$1.00
PL10 Point Motor (Use for HO and N)	$2.95
PL12 Adaptor Base for "above board" mounting of Point Motor	$1.15
PL16 Point Motor Switch in Black, Red, White or Yellow	$2.10
PL41 Track Cleaning Rubber	$1.15
PL64X Electrolube	$2.40

We carry the full range of PECO, HO SETRACK including SETRACK Points RH or LH at $5.75 each. SETRACK has the same geometry as HORNBY with the advantage of Nickel Silver rail. New track releases expected from PECO later in the year include FINESCALE three way point and Double Slip and SETRACK Curved Point.

WESTON
MINI-FIGURE CO.
a division of *Campbell Scale Models*

HO SCALE
ALL METAL

Each all metal figure is carefully hand-painted by skilled artists. Complete in every detail, down to gold braid, service stripes, whisk broom, pocket kerchief, patched elbows and knees.
Colors are authentic and precise.

WESTON HO FIGURES

1101	Hand car and Rider	$4.75
1119	Hand Truck (Unpainted)	$0.65
1120	Lawn Mower (")	$0.65
1121	Saw Horses (2) (")	$0.65
1122	Step Ladder (")	$0.75
1123	Hammer and Saw (")	$0.55
1131	1914 Ford Roadster (")	$4.35
1133	1914 Ford Truck (")	$4.35
1200	Engineer	$1.60
1201	Fireman	$1.60
1202	Red Cap (Porter) with luggage	$1.80
1203	Red Cap (Porter)	$1.60
1204	Station Master	$1.75
1205	Freight Brakeman	$1.60
1206	Freight Conductor	$1.60
1207	Freight Brakeman for Car top	$1.60
1208	Dining Car Waiter	$1.75
1209	Pullman Porter	$1.60
1210	Naked Lady	$1.60
1211	Hobo, seated with stick and fire	$1.95
1212	Hobo, reclining	$1.60
1213	Hobo, walking	$1.75
1215	Loafer	$1.60
1219	Mrs Spumoni, Pistachio and the family washing	$5.85
1225	Section Hand with shovel	$1.75
1226	Section Hand with wheelbarrow	$2.15
1227	Section Hand with pick	$1.75
1228	Old Man, walking	$1.75
1229	Young Man, walking	$1.60
1230	Sweater Girl red head	$1.60
1231	Flexible Freddy	$1.60

NOTE: No 1231 Flexible Freddy can be "assembled" in a number of different poses and can be used to "push" No 1120 Lawn Mower or drive the 1914 Ford, etc.

1240	Lady 1890's dress	$1.60
1241	Telegrapher 1890's	$1.75
1242	Blacksmith with anvil and hammer	$2.15
1244	Engineer waving	$1.60
1249	Telephone lineman	$1.60
1250	Section Hand with chain	$1.75
1253	Lady's clothes	$0.75
1254	Hobo seated with stick, bundle	$1.60
1256	Section Hand with pick and shovel	$1.90
1258	Blacksmith	$1.60
1259	Street Sweeper and Cart	$2.75
1268	Water Pumps (2)	$1.00
1400	Dog, Scratching	$0.65
1401	Pigeons (6)	$1.45
1402	Collie Dog	$0.65
1403	Dog, Sleeping	$0.65
1405	Hereford Cattle (12)	$5.15
1600	Rowboat, unpainted, plastic	$1.00
1604	Windmill, unpainted, plastic	$1.20

WESTON items listed are all in stock at the time this ad was being prepared. By the time this edition of AMRM appears the list will be even longer — please do not hesitate to order ANY WESTON item. If it is not already in stock we will order it for you!
Back in stock after a long absence are the ROCO packs of HO unpainted Station Figures. There are 24 per pack. Price $1.40

CAMPBELL SCALE MODELS HO.

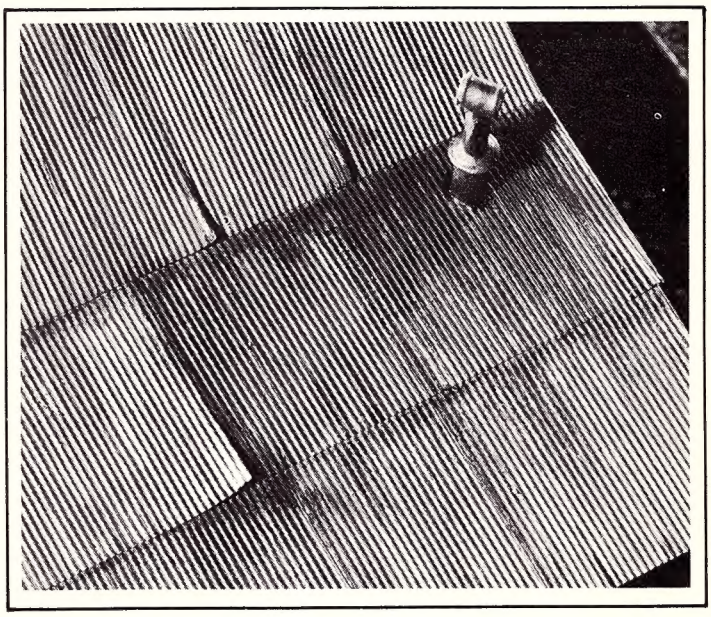
In addition to the Corrugated Aluminium featured below we also have the range of Windows and Doors at $1.00 per pack (full size illustrations appeared in our Jan/Feb AMRM ad)

251	Oil Drums unpainted (12)	$1.25
256	Chain, black, 12 inches 36 HO links	$1.45
930	Park Bench unpainted, plastic sides wooden slats, 4 per bag	$1.00
403	HO Speeder Shed and Ice House craftsman kit	$10.35
413	Carstens Flop House (Hotel) HO	$37.50
760	Tall Timber Trestle N	$8.45

We will import any Campbell kit from their extensive range. Write for details.

CORRUGATED ALUMINUM

no. 801 9 pcs. - 7-½ in. x 8 HO ft. (74 sq. in.)
no. 802 7 pcs. - 7-½ in. x 10 HO ft. (72 sq. in.)
no. 803 6 pcs. - 7-½ in. x 12 HO ft. (74-½ sq. in.)
no. 804 10 pcs. - 7-½ in. x 4 HO ft. (41-¼ sq. in.)
no. 805 9 pcs. - 7-½ in. x 6 HO ft. (55-¾ sq. in.)



Certainly model railroaders will find our Corrugated Aluminum indispensible for countless uses such as roofing, siding or even perfect for metal-wrapped water tanks or pipes formed by rolling the metal around a dowel. The Aluminum is two thousands (.002) thick and is corrugated by a machine designed especially for that purpose. The width and depth of the ripples in the metal are as close to HO scale as possible and practical without weakening the material excessively and rendering it impossible to work with.

The complete instructions explain how to cut, glue and apply the material to your own basic structure, either a cardboard shell for added strength or a wooden frame. It can be used in large sheets or cut into smaller irregular width panels and overlapped as on most prototype metal or aluminum buildings. The panels may be painted to represent aluminum or weathered and painted to simulate corrugated iron. Directions for painting techniques are found in each package. There is absolutely no soldering required. A lot of imagination can be used when adding the finishing touches. The uses for Corrugated Aluminum are almost limitless.

$1·80 PACK

Campbell Scale Models

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N GAUGE, ATLAS-RIVAROSSI, MINITRIX, LIFELIKE, PECO, BACHMANN, LIMA.

SOME OF OUR KITS:–
KIBRI – POLA – VOLLMER – VAU-PE – JOUEF – AIRFIX – LIFELIKE – RATIO – ROUNDHOUSE – TYCO.

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QUEEN'S BIRTHDAY HOLIDAY WEEKEND
Sat 16th June, 10am till 7 pm
Sun 17th June, 10am till 6 pm
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ADULTS 70¢ CHILDREN & PENSIONERS 30¢

Layouts on display will show N, TT and HO gauges including layouts on NSW prototype. Commercial stands will also be present including Rail Mag Services and ARHS Bookstalls.

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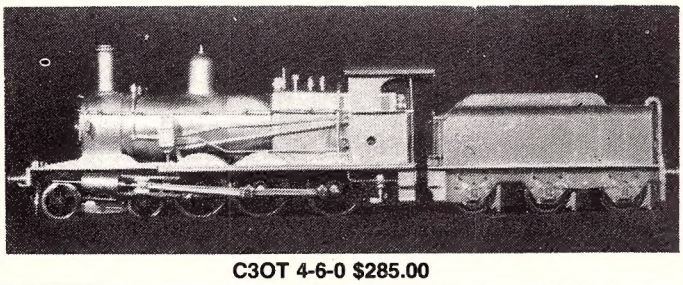
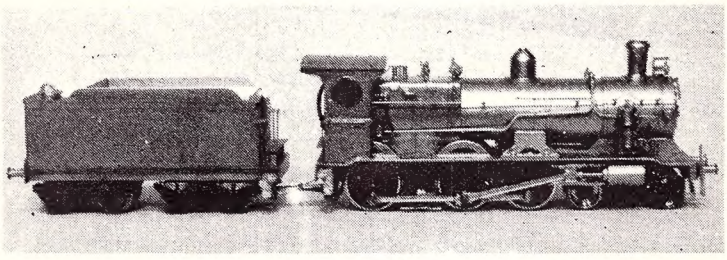
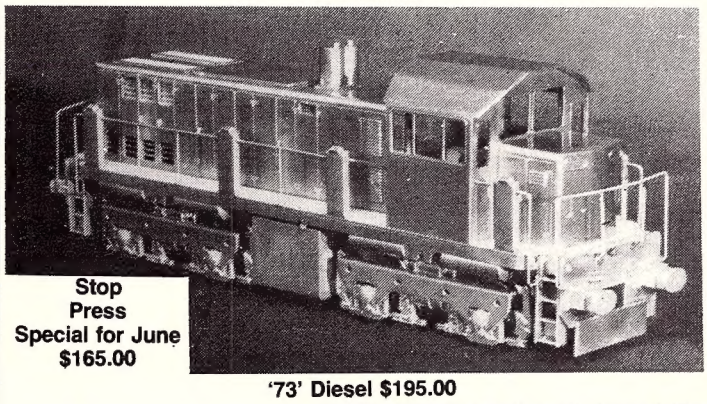


C3OT 4-6-0 $285.00



C32 4-6-0 $235.00



Stop Press Special for June $165.00

'73' Diesel $195.00

PGH Guards Van $57.00

TREAT YOURSELF TO ONE OF OUR FINE MODELS WHILE THEY LAST

Berg's Hobbies Pty. Ltd.

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FLOQUIL — The Finescale Paint Finish 1oz jars $1.55 ea. 2oz Dio Sol Thinners $1.55ea.

Popular colours include —

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R30 Reefer Orange
R45 Pulman Green
R73 Rust
R74 Boxcar Red
R101 Bright Silver
R601 Zinc Chromate Primer
R131 S.P. Lt. Lark Grey
R132 S.P. Dk. Lark Grey
R134 S.P. Daylight Orange
R135 S.P. Daylight Red
R136 S.P. Scarlet.

KADEE No. 5 couplers $2.55 pkt (4)
No. 500 Bettendorf bogies $3.65 pr.
No. 501 Archbar bogies $3.65 pr.
No. 520 33" freight wheels $5.20 pkt (12).
No. 521 36" pas. car wheels $6.60 pkt (12).

LABELLE Lubricants —
108 plastic compatible oil $2.55
106 plastic compatible teflon grease, for gears $2.55

KALMBACH 'Shows you How' books.
'HO' Primer $4.25, Scenery for Model Railroads $5.25, 'N' scale Primer $4.75, 101 Track Plans $4.25, How to Wire Your Model Railroad $4.25.

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K & S Structural shapes and sheets in brass — for the scratchbuilder.

SLATERS 'OO' Wagon Kits. THE FINEST BRITISH PLASTIC KITS AVAILABLE.

M.R. 10 ton brake van $6.45
Chas. Roberts rectangular tank wagon $5.95
Glouster 6 plank P.O. wagon $5.30
Chas. Roberts 7 plank P.O. wagon $5.30
M.R. 8 ton 5 plank wagon $5.45
M.R. 3 plank dropside $5.45
M.R. 8 ton box van $5.95
M.R. Cattle wagon $6.45

7mm scale wagon kits & building sheet also in stock.

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We offer prompt, safe, mail order service to you.
Orders dispatched day of receipt, where possible. Postage at P.O. rates.

AMERICAN STEAM LOCOMOTIVES

2260 Old Time 0-6-0 with tender, green, Western & Atlantic $52.50

2261 Old Time 0-6-0 with tender, red, Union Pacific $52.50

2262 Old Time 2-6-0 Loco with tender, black with decals for various road names $57.50

EUROPEAN STEAM LOCOMOTIVES

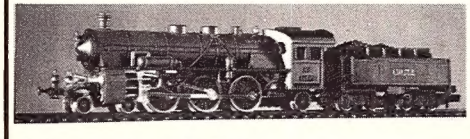
2221 Old Time 0-6-0 Tank Loco, BR69 type Cn2 ex T3 of the DB. Length 60mm $32.50

2242 Industrial Tank 0-4-0 type Bn2. Black with Simplex couplers $59.95

2510 German 2-8-2 Locomotive with tender BR41, has 3 lights, working valve gear, smoke unit. All metal construction. 150mm long . $145.00

2512 German DB 2-8-2 Locomotive with tender, no smoke unit $129.95

2530 Bavarian Pacific 4-6-2 Loco with tender. Green with headlights etc. 160mm long .. $122.50



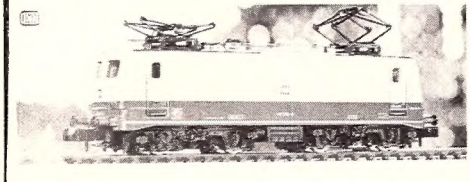
EUROPEAN ELECTRIC LOCOMOTIVES

2322 German DB 141 General Purpose Electric Loco, working headlights and optional pantagraph operation. Length 98.5mm $87.50

2350 DB BR103 (ex E 03) Co+Co, TEE in red & cream. Working pantagraphs and headlights. 123mm long $89.95

2451 DB BR119 1-Do-1 Heavy Express Loco in dark blue livery. 116mm long with working headlights and pantagraphs. $110.00

2452 DB BR119 similar to 2451 but in turquoise & beige livery $110.00



AMERICAN ROLLING STOCK

3611 Old Time Shorty Combine, Western & Atlantic, yellow $8.50

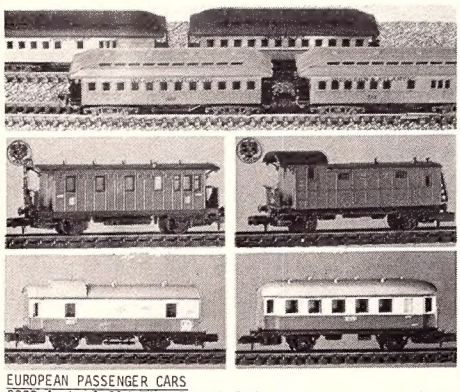
8612 Old Time Shorty Coach, Western & Atlantic .. $8.50

8613 Old Time Shorty Combine, Union Pacific, grey $8.50

8614 Old Time Shorty Coach, Union Pacific $8.50

5471 Steam Crane on bogie flat car $14.95

5479 4-wheel Shorty Caboose, red $6.95



EUROPEAN PASSENGER CARS

3030 4-wheel Old Time Branch 3rd, green $7.95

3040 4-wheel Old Time Branch 2nd/3rd, green $7.95

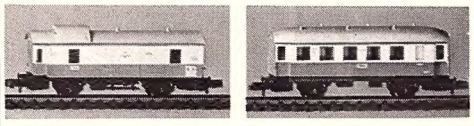
3050 4-wheel Old Time Baggage Car, green $7.95

3060 4-wheel Subburban Baggage, green $7.95

3061 4-wheel Branch Baggage, blue & white $7.95

3080 4-wheel Branch Line Coach, green $7.95

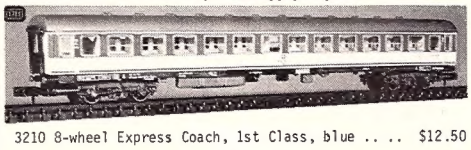
3081 4-wheel Branch 2nd Coach, blue& white $7.95



3140 8-wheel DB Intercity 2nd Class, green $9.95

3150 8-wheel DB Intercity 1st/2nd Class, green .. $9.95

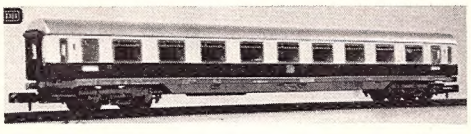
3160 8-wheel DB Intercity 2nd/Baggage, green . .. $9.95



3210 8-wheel Express Coach, 1st Class, blue $12.50

3212 8-wheel Express Coach, 2nd, white / blue . .. $12.50

3292 8-wheel ISTG Sleeper, blue $12.95



3810 TEE 8-wheel Compartment Coach, red & cream $12.95

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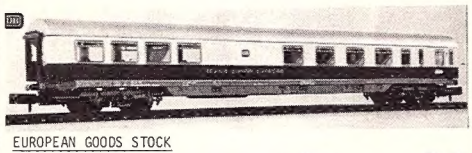

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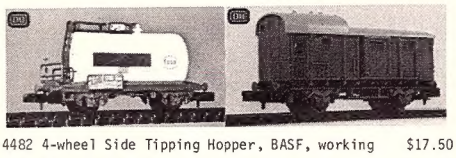

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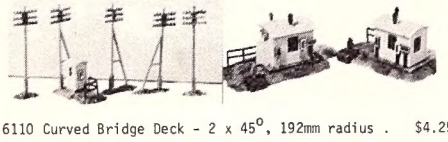
6100 Straight Bridge Deck - 2 x 222mm $4.25



6110 Curved Bridge Deck - 2 x 45°, 192mm radius . $4.25

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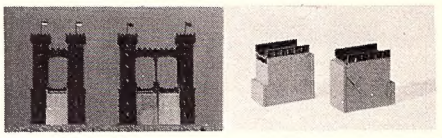
6181 Truss Girder Bridge with abutments, 444mm .. $13.95



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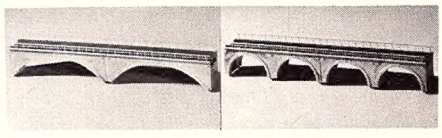

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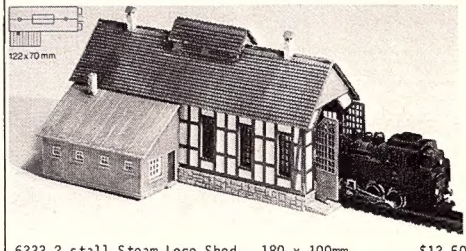
6280 Steel Arch Bridge - 222mm long $4.95



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6336 Old Style Engine Shed, single stall $7.50

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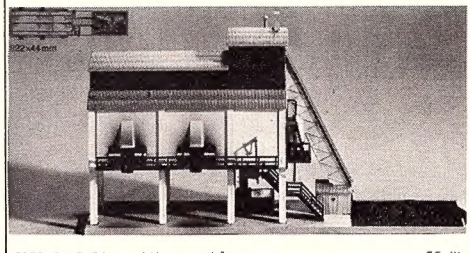

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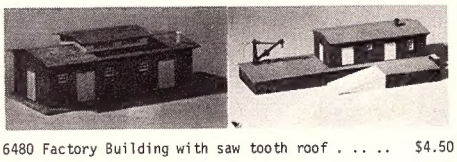

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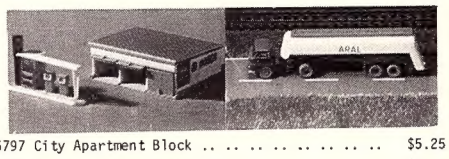

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MAY/JUNE, 1979
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CONTRIBUTIONS in the form of articles, photographs, club notes, hints, letters to the Editor, drawings or trade press releases are welcome for publication in this magazine. All items received will be acknowledged upon receipt. Please pack photographs between stout cardboard before posting. Indicate whether photographs are to be returned, and if trimming is forbidden.

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September/October, 1979 ..	17.8.79
November/December, 1979	19.10.79
January/February, 1980	14.12.79

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COMMENT

I was recently given a business card which carried the following, on the reverse side:

"It is unwise to pay too much, but it's most unwise to pay too little. When you pay too much, you may lose a little money, but that is all. When you pay too little, you often lose everything, because the thing you bought was incapable of doing the job you bought it to do. The common law of business balance prohibits paying a little and getting a lot. It can't be done. If you deal with the lowest bidder, it's wise to add something for the risk you run, and if you do that, you will have enough to pay for something better. **RUSKIN"**

Unfortunately our hobby is not immune from products which do not represent value and from products which are cheap and nasty. Immunity can only develop from the buying habits of us, the modellers.

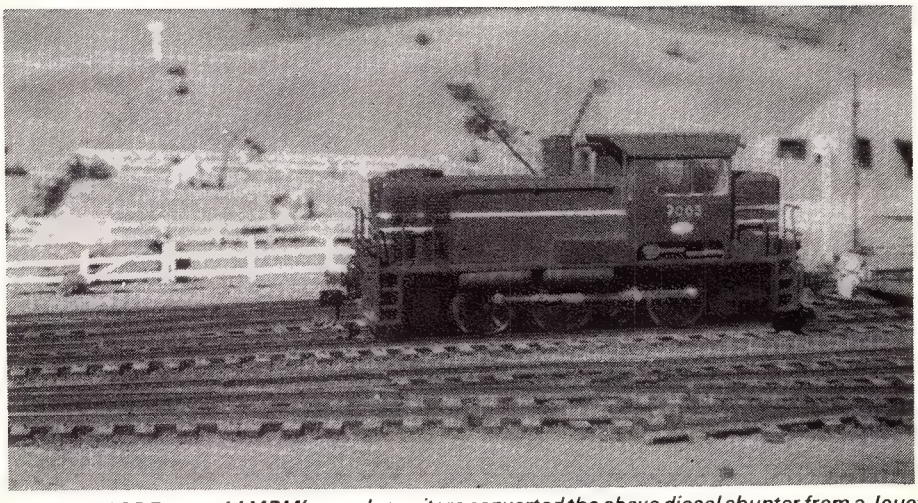
Careful selection of products from known brands and reputable retailers by us will close down the 'con man' and the cut-price operator.

I am not suggesting chainstores do not honour warranties, but if you have troubles, don't hold your breath. It does not go back to Hong Kong for repair, but I am sure it would be quicker if it did.

Model railroaders as a group act as a lot of individuals concerned only for the short term result. They shop around for the lowest price on a locomotive from the cheapies but complain if the specialist doesn't have stocks of Kadee, Kemtron and strip wood. Surely it's the margin on locos and sets that permits the specialist to stock these slowmoving special lines. If you want these luxuries then be prepared to spend 50 cents more on the common lines.

In so doing you may find you will save money on fares or petrol by one stop shopping and develop a friend whose advice and help will save you real money.

MAX CHASELING



EDDIE GUARDE, one of AMRM's regular writers converted the above diesel shunter from a Jouef 0-6-0. The conversion, complete with detailed diagrams will feature in a future issue of AMRM.

ON THE COVER: 'The Sunlander' waits to leave Brisbane's Roma Street Station on Monday, 5th November, 1973. 'The Capricornian' is waiting in the adjacent platform and, as this photo was taken, arrived from the depot and was backing onto its train. Photo: Jack Parker.

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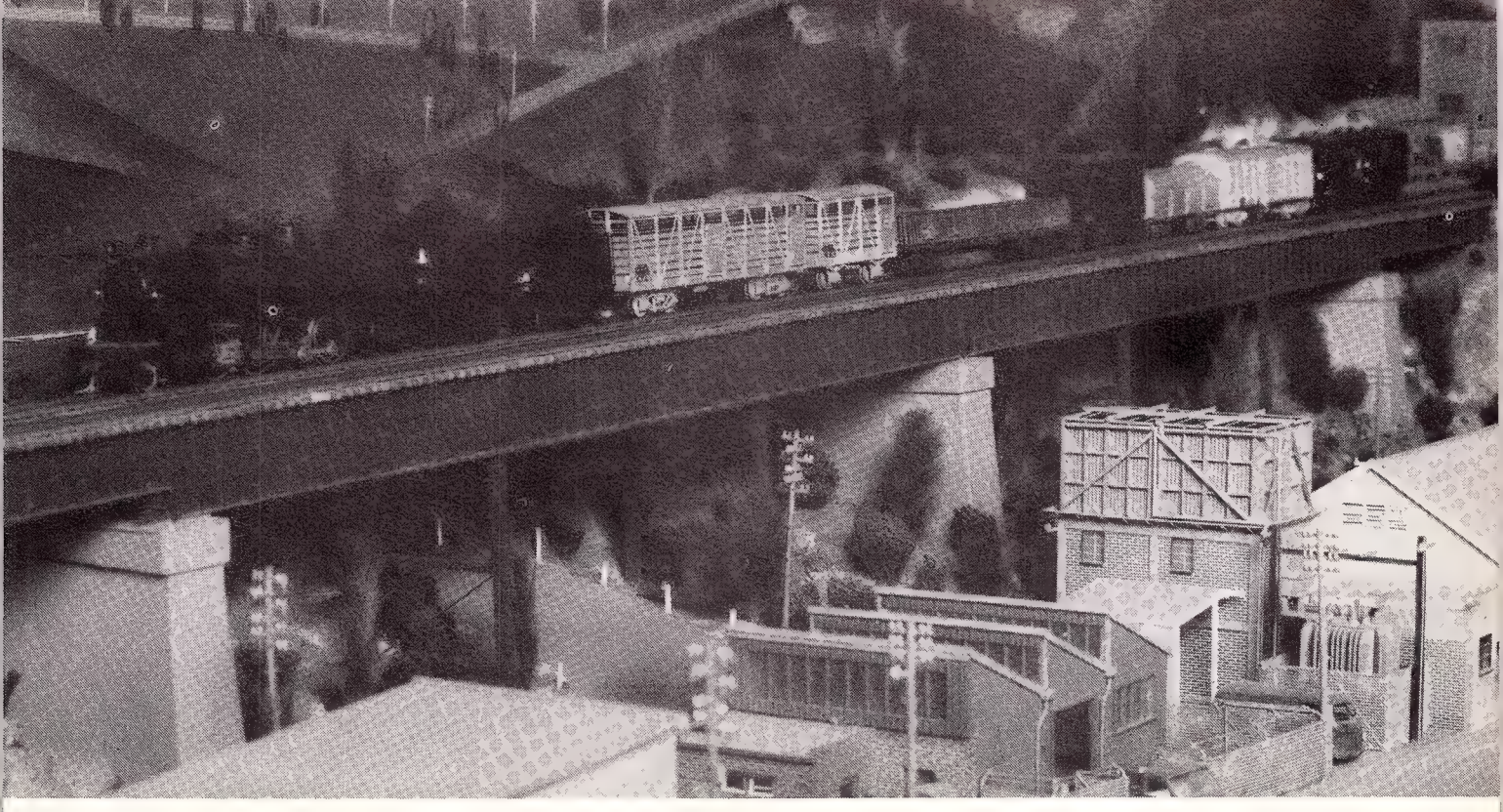


Mikado 717 rolls its train across a lengthy bridge on Bill Cole's North Western Railway. Photo: Murray Billett.

IT'S JUST LIKE TASTING ICE CREAM

Another in the ABLO series

From time to time AMRM and other model railway magazines run articles on the operation of layouts. Many people battle through the first paragraph then quit because they can't see the advantages. Maybe they're not ready to try something new anyway. Maybe 'operation' has become the ogre in this hobby; something to be feared and kept away from.

The other day I was reminded of a similar situation. No matter how lovingly you describe icecream to someone who has never tried it he really won't know the pleasures until he dips his spoon in and gets a dollop for himself. Operation of a layout is similar. No matter what you read about it you'll never know how good it really is unless you try it yourself. Unfortunately you can't go to your local hobby shop and buy a 5 litre pack of 'operation' then race home and use your scale sized firemans shovel to serve it up. Perhaps the comparison would have been more obvious if I had said home made icecream. Before you can taste it you first need to get the right ingredients then mix them all together to make your icecream.

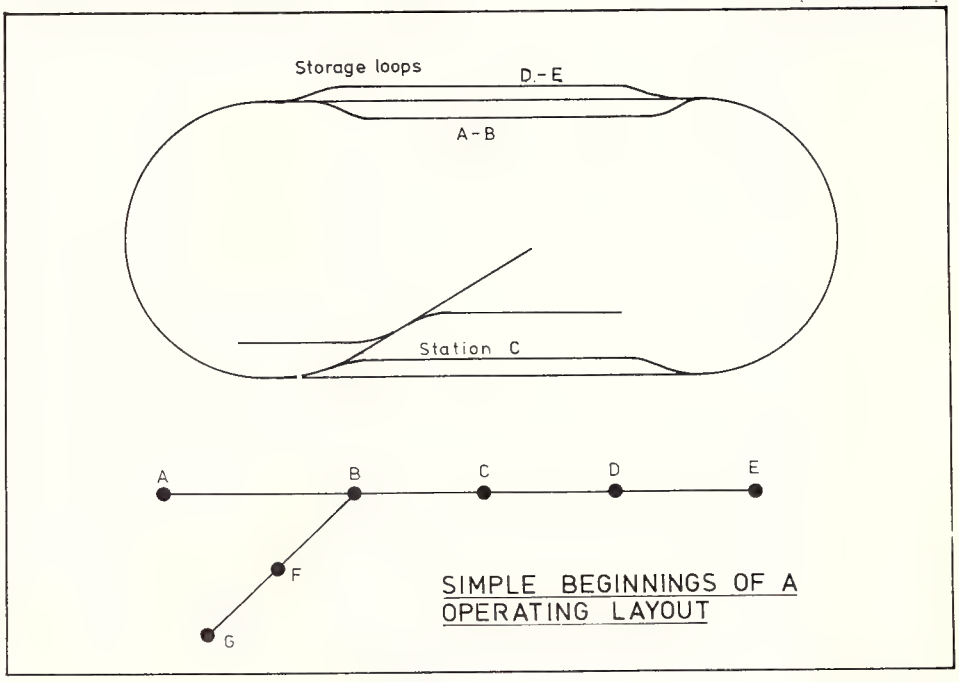
Operation of a model railway layout also requires a mixture of the right ingredients or it will go sour. All you need is some imagination, patience and a few layout requirements. What we aim for is to give each train, wagon, carriage and building a reason for being where it is on the layout (besides "I like the way it looks"). Now if you can imagine that its 7.10 pm as your Overland leaves the platform its a bit hard to justify seeing it back there again a minute or so later. You need somewhere to send it for a few minutes while other trains pass through your station. When you bring the Overland back again it is a little easier to explain because it has had time to go somewhere and return.

So you need a few loops away from your station for your trains to be stored in while other happenings occur at the platform. On the second time past your platform you can arrange for a van to be added, allow time for the hungry horde to buy some of that well known railway coffee (or a pie if you haven't added a buffet or club car to your consist) or perhaps you can imagine that the train has now arrived at Serviceton and so change your GMs for Alcos as the train works onto another railway. The goods trains can arrive and shunt a few wagons into the goods shed or pickup others from a furniture factory for delivery to another station.

After a few weeks of this you may want to try a few bright ideas for yourself. Imagine that your station is at location C on a railway from A to E. Now when your passenger train departs from the left hand end of your station it is headed toward station A which is wherever it stops within your storage loops. If this train continues on its journey and enters your station from the right hand side it is really a train coming from station E instead of A where you sent it. I said you needed some imagination but what you have is one engine and coaches doing the work of two separate trains. You can terminate the train from E, remarshall it with a new engine, add a coach or van then send it back into the storage loop. It appears later as a train from A which can terminate and be remarshalled and so on.

Your goods trains can get the similar treatment just by giving each wagon a destination being stations A, B, D or E. Obviously its not good practice to send a wagon destined for the goods shed at E out of your station on a train heading in the opposite direction towards A. You have to select the correct wagons for the train you are shunting and if you selected the destinations out of a hat or on the throw of a dice you may now find that you have to move some wagons to get at the one you

Continued on page 14



SIMPLE BEGINNINGS OF A OPERATING LAYOUT

PTC MISCELLANY - 3

Second World War Ambulance Trains.

by Paul Rogers

In February 1942, two ambulance trains were assembled from various items of rolling stock, including many of the recently introduced 'N' type cars. These trains were primarily for use between Brisbane and Sydney, their facilities including bunks, dispensaries, storerooms, dining area and offices. Each set of cars accommodated 354 patients and 53 crew members, the latter group including 47 medical personnel.

Both trains were refurbished during April 1943, at which time certain changes to the compositions were made. Towards the end of the War, the need for these sets diminished, and several vehicles were requisitioned for further service as military leave cars. By 1947, all units had returned to conventional duties.

Ambulance Train No. 1 originally consisted of TAM.1888 (Staff Car), BS.2166 (Personnel Car), BS.2175 (Administration Car, AB.90 (Dining Car), HFN.2205, HFN.2211, FN.2200, FN.2207, FN.2210, BN.2208, BN.2209 (Ward Cars), and PHG.12305 (Brake Van). In July 1943, the PHG van was replaced by LHG.5723 which has been modified as a power supply vehicle. February 1944 saw dining car AB.90 replaced by AB.92 which had seen service between May 1942 and July 1942 as part of Special Military Train No. 1.

In August 1944, cars 2200, 2207, 2208 and 2210 were removed from this set and transferred to military leave duties, the remaining ward cars being similarly treated during May 1945. Cars 2200, 2206, 2207 and 2210 resumed passenger car status in December 1946, while the remainder returned to revenue service in January 1947. The four logistics vehicles returned to normal traffic during March 1945 (cars 1888 and 2166) and January 1947 (cars 92 and 2175).

Ambulance Train No. 2 comprised TAM. 1884 (Staff Car), BS.2176 (Personnel Car), BS.2171 (Administration Car), AB.41 (Dining Car), HFN.2198, HFN.2204, FN.2185, FN. 2186, FN.2199, FN.2203, BN.2201 (Ward Cars) and PHG.11676 (Brake Van). In April 1943, concurrent with the train's refurbishment, the brake van was replaced by LHG. 5678 (modified as a power van) and the dining car, by AB.91. An additional vehicle, FN.2182, was added at this time as a combined operating theatre/ward car.

The replaced dining car, AB.41, was then condemned. This unit, built in July 1881 by Hudson Brothers, was the first dining car used on the N.S.W.G.R. system. Often referred to as 'the long dining car, this vehicle carried road number 1 in the dining car series (pre-1892 numbering system), and acquired the identification of AB.41 during the 1892 reclassification of rolling stock. Its replacement in Ambulance Train No. 2, AB.91, had seen service between May 1942 and July 1942 as part of Special Military Train No. 2.

Ward cars 2186 and 2199 were transferred to military leave duties in April 1946, being returned to passenger service (after their conversion to RFN type buffer cars) in May 1947 and June 1947, respectively. The remaining ward cars were modified directly from ambulance vehicles to passenger cars in June 1946. The TAM sleeping car returned to revenue service in June 1946, the two BS cars in January 1947, and the AB dining car, in March 1945.

A third LHG van, No. 6194, became a power supply vehicle during February 1944. The three modified vans of this class returned to conventional tasks in March 1946, (5678), August 1946 (6194) and November 1946 (5723). The operating theatre car, FN.2182, was modified directly from an ambulance vehicle to a passenger car during December 1946.

The standard rake of 8 ward cars held 354 patients, each BN and FN coach having a capacity of 45 persons, and each HFN, 42 persons. Car FN.2182 held 24 patients, thus raising the capacity of Ambulance Train No. 2 to 378 people during the time that this consist held maximum strength.

Models

The TAM cars at the time mentioned were crown lighted vehicles. Thus, the Workshop 5 Models reproduction is not correct for the period. The Lima model, if produced in the form nominated by that company's catalogue, would be suitable for the early 1940s era. The absence of crown lights on the Workshop 5 model of the MCE car will rule out its use as a wartime AB diner (cars 91 and 92) in the eyes of the purist. Application of modellers' licence, however, would permit the Workshops 5 models to be used as representations of the TAM and AB cars employed on the ambulance trains.

BS type vehicles have been modelled by MRC kits, the same source also supplying replicas of the BN, FN and HFN coaches. The 'N' type cars were also produced by FSM Pty Ltd, but their future availability from this firm is uncertain at the moment. MRC Kits also produced the LHG and PHG goods brake vans, both of which are still obtainable.

The MRC models were basically body kits, while the Workshop 5 and FSM creations were comprehensive sets of parts complete with bogies (although the FSM kits left the choice of wheels to the modeller).

A reasonable representation of an N.S.W.G.R. Second World War ambulance train can be made from items available in H0 scale, although some of the kits would require to be tracked down on the secondhand market. The only items not obtainable are the dining cars AB.41 and AB.90; and while the latter may be able to attract sufficient interest at a future date to justify a limited run kit production, there is considerable doubt that a commercial edition of the 'long dining car' would be a viable project.

ITS JUST LIKE TASTING ICE CREAM

Continued from page 13

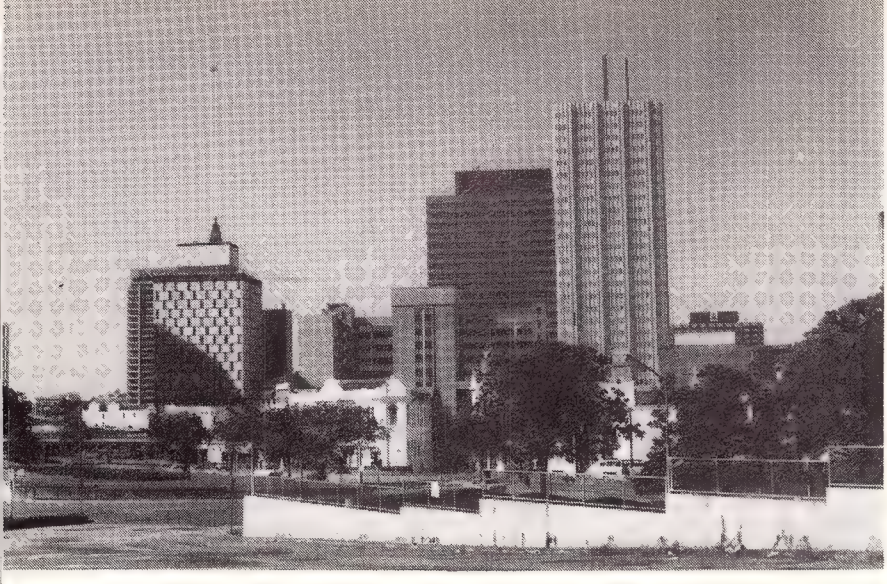
want. You've come a long way from tailchasing round and round a circle of track.

You can complicate things further by imagining another branchline with stations F and G that joins to your mainline at perhaps station B. Now you've found more destinations for wagons and passenger trains. If you have sufficient loops you can call a loop a particular track such as A-B, D-E or G-H so now you have to not only select the correct wagons but also the correct loop. If this branch is for light weight engines you have to select the correct engine also.

Now your imagination can fill in the gaps by supplying station and appropriate industry names. If you are able to enlarge your layout later on you can build another station on your railway with all the buildings known beforehand. Your layout may become so busy that you want to write down the sequence of train movements which will now become your schedule. If you start writing lists of destinations for your wagons you have the beginnings of a card system. Later you may obtain a clock that runs about six times faster than normal so now you have something that will help organise your schedule. If your armchair modeller friend keeps shaking his head don't worry . . . you're getting more use from your layout than he does.

Incidentally, how would you describe icecream?

Phil Curnow



Comalco Building, etc., near Roma Street Station.

MODERN IMAGE BUILDINGS

by 'Big Jim'

S.G.I.O. building and others, overlooking Roma Street Station gardens, Brisbane.

The model railway has become a traditional hobby and for a large number of modellers tradition plays a large part in what they turn out. Witness that so many feature steam on their pride and joy. To maintain the steam atmosphere. the rest of the layout contains items from the same period.

But these are modern times, with modern trains and with them inevitably comes the modern image model. For the modeller who chooses this, consideration has to be given to things other than rolling stock. The ancillary parts of a model railway layout need to incorporate modern features, and include the modern buildings with which we are all becoming familiar.

This, of course, does not call for total elimination of items that originated many years ago. For example, in an updated railway system, it does not follow that all the stations have been demolished just because of their age. Many are left, their facilities being considered ample and fulfilling requirements. Similarly, lineside buildings may remain intact for several decades while they remain satisfactory for the use to which they are put.

However, to enhance a modern image layout some modern image buildings are essential.

Outside railway boundaries, there are several regulars in the modern townscape. Examples are — office and apartment blocks, supermarkets, shopping towns and arcades, Colonel Sanders Emporia and Pizza Huts.

In many districts, factories and industrial premises are the railway's immediate neighbours.

On railway land, stations have been rebuilt, in part or in total, bridges are having timber replaced by steel and concrete.

I would like to offer a few observations and suggestions with modern image buildings in mind.

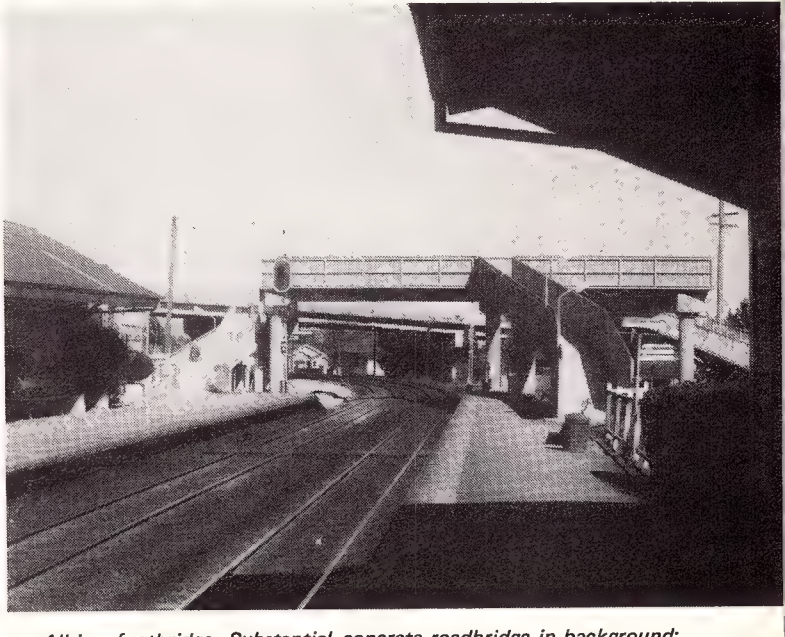
Present day architecture techniques show a definite trend to the cubic, so, naturally, models of up to date structures can very often be based on the right-angle and the box. As well as being cubic the modern office block is usually symmetrical this is an advantage. To reproduce one of them in H0 scale even, would result in something impossibly large. The symmetry, coupled with the squareness, makes it easy for reduction without loss of character. The diagram is a suggestion as to how this process could be applied to a block on a corner site.

The basic box structure for such a model building would be easy to construct from any of the conventional materials. The exteriors usually have prominent vertical and horizontal surface components. These would be represented by applied strips of various section and materials. Some of these large buildings have large areas of glass, so the basic box could be of transparent styrene with detail in ordinary styrene.

The commonest material for these large buildings is reinforced concrete, and this finish can be duplicated by a mixture of matt paints. Pebbledash panels, a common decoration, can be made from sandpaper.

The transparent box theme, albeit in a different shape goes well for supermarkets of the "New World" variety, with large expanse of glass. The rear of these places is of the simplest, too. It's equally large expanses of plain brick.

Reinforced concrete ramp type footbridge. Albion Station, Brisbane.



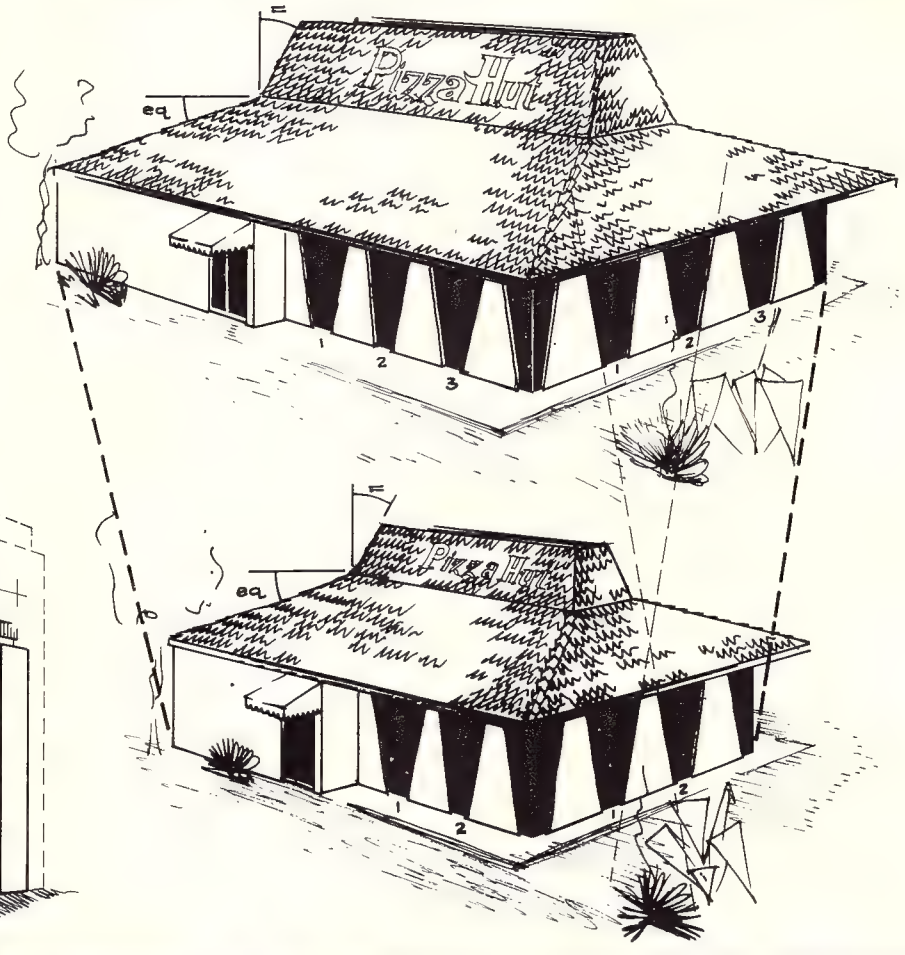
Albion footbridge. Substantial concrete roadbridge in background.

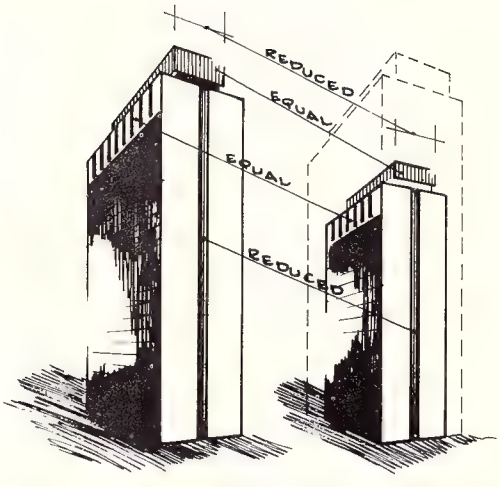
Pizza Hut . . . . lovely straight lines. Newmarket.

Pizza Hut . . . . the rear is quite simple, too.

DETAIL REDUCTION

MOST DETAIL SIZES AND ANGLES REMAIN CONSTANT NUMBER OF SIMALAR UNITS REDUCED.





The Colonel's Cooked Chook Dispensary, Kelvin Grove. Though not fully apparent in this view, a comparatively small building can occupy a fairly large and awkward sloping site — its car park!

Kentucky . . . . flat walls and straight lines. The other side is much the same.

Platform shelter, Bowen Hills.

Open end of platform shelter, Bowen Hills.

Bowen Hills Station booking hall. Still straight lined and functional.

Bowen Hills Station. General view.

In common with office blocks, "New Worlds" usually have flat roofs, another thing to make modelling easier.

Arcades of shops with a street frontage, recently built, seem to be to a pattern. They differ, but not much, being of modular design. By a little judicious juggling with sizes, an arcade can be reduced in length to fit in a given space without cutting the number of shops to the same extent. The second diagram is a proposal in this direction. I have seen such an arcade with two stories of living accommodation above. Reducing this to one would maintain proportions.

The Colonel's Kentucky Chick dispensaries are a recent innovation, comparatively speaking, and have an atmosphere of individuality. These, and the "Pizza Huts", are in the box theme with fair amounts of glazing. They have distinctive pyramid roofs, but since these are regular in contour with straight edges, the geometry required to produce them is simple enough. With the amount of glass in these buildings, the modeller may desire to detail them internally. If so, it is worth remembering that "K.C." is brilliantly lit, but "P.H." lighting is subdued. "P.H." also features tinted glass. A good source of this is in some of the pretty plastic packaging of some cosmetic preparations.

With these last two, a smallish model can truthfully occupy quite a large space, as they both have parking areas surrounding them. A dark matt surface to these would suffice, marked out with white lines. And they do not have to be dead level.

As earlier mentioned, industrial premises are often near neighbours of the railway. Although some of these may be of quite an age, they can still be included in the modern image. There must be many examples known to each reader of an old factory building that has been updated by the addition of a new wing erected from brick or "Besser Blocks". Another modification of this type is the case of the front of the premises being ripped out and a new concrete and glass office frontage replacing it.

It is worth stressing that the great advantage of modern image modelling of buildings is that, apart from the simplicity of the box theme, frills have virtually been eliminated. There are no columned facades, mullioned windows, balusters, intricate stonework around doors and windows and rooflines are very much more straight-forward.

Recent rebuilding and updating of stations in the writer's home town include concrete bridges and brick buildings with straight lines. Some of the station bridges have ramps instead of steps and cylindrical support columns. These, too, make for ease of construction using stripwood, styrene and dowell.

Timber bridges over creeks etc. are also being replaced. Some of these are box type culverts in the smaller examples. For the

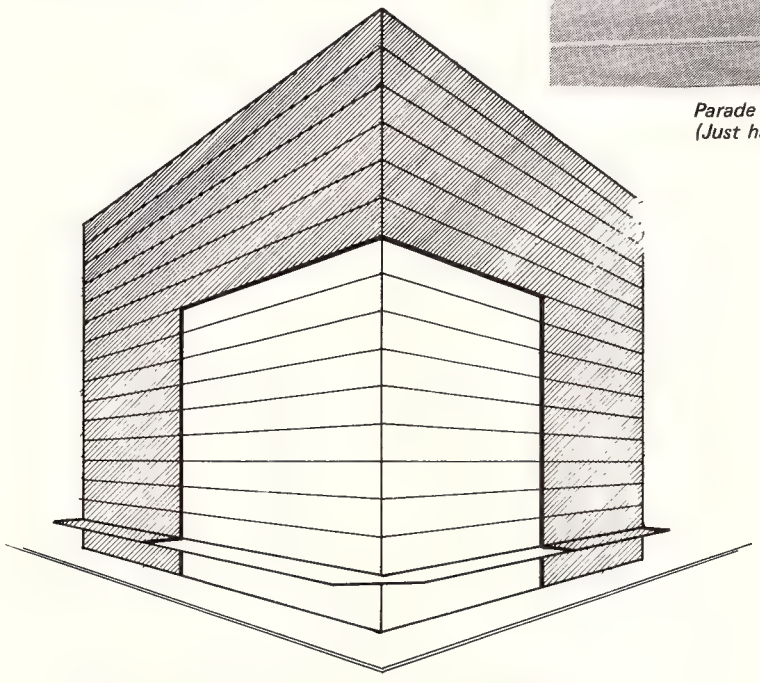
Bowen Hills Station building. All straight lines. Background note . . . . soft ground retaining wall of concrete slabs and rails.

larger ones, straight beams on cylindrical piers support single lines. For more than one track, the piers are vertical slabs, all with nice flat surfaces.

In many places around the world railway authorities are encouraging development of the air space above stations. Substantial piers are erected on the platforms and a beam and slab roof placed over. On this roof can be erected office blocks, shopping arcades, etc. Such a feature on a model railway could very well disguise return loops giving the impression that a disappearing train is entering a station, especially if a speed reduction is necessary due to the sharpness of the loop.

The box theme of other buildings continues inside the railway fence. It has more variations and more materials. The particular example in the writer's experience is a new station built between two old ones and replacing them. It has large areas of glass and other flat panelling (the nature of which I'm not sure) and every angle is ninety degrees. Prototype versions of such buildings are more often than not modular in conception, and often prefabricated from a standard range of components. More simplicity for the modeller. The same principle could be adopted for the miniature version.

Parade of shops suitable for condensation, Mitchelton, Queensland. (Just happens to be a few yards from level crossing . . . foreground.)



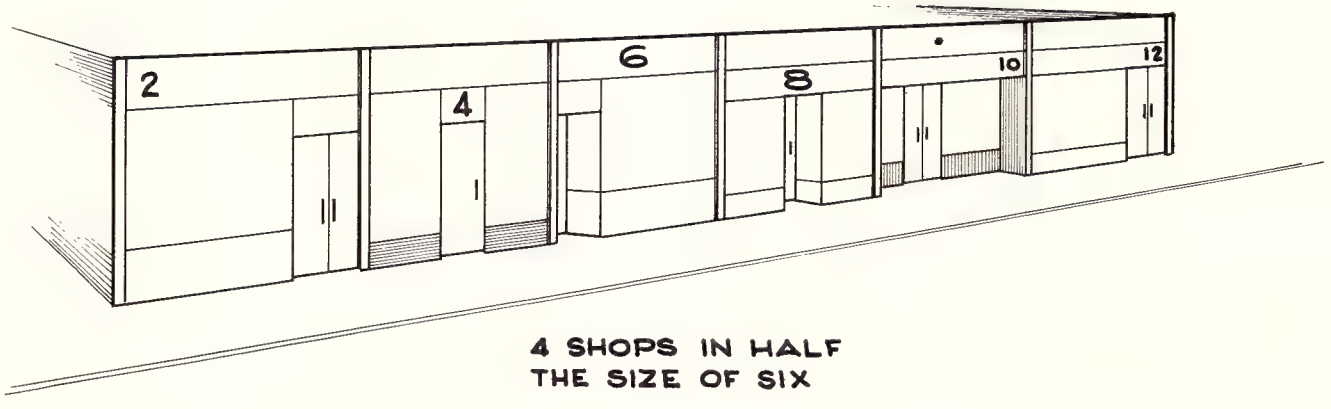
PROPORTIONAL REDUCTION OF MULTI STOREY BUILDING

FLOOR TO FLOOR HEIGHT CONSTANT NUMBER AND AREA OF FLOORS REDUCED.

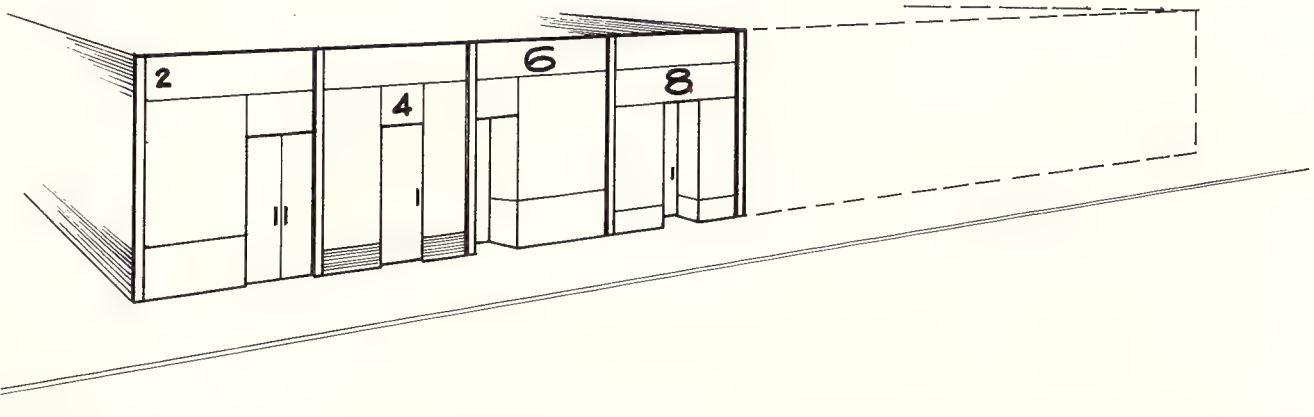
As mentioned, the geometry involved in creating modern image buildings is simple. This not only applies when the buildings are complete. With the box configuration division is easy, and this can have advantages. Many layouts have vacant spaces in corners which can be rather awkward to fill in a satisfactory manner. With buildings which are cubic in conception it is easy to truncate them in a vertical plane. This enables a modeller to make an angular portion of something to conveniently fit either into a corner or to butt against a backdrop at a chosen angle.

These are only a few observations on the subject. As in many other of the various approaches to the model railway hobby, a great deal depends on the individual, his require-

Continued on page 22



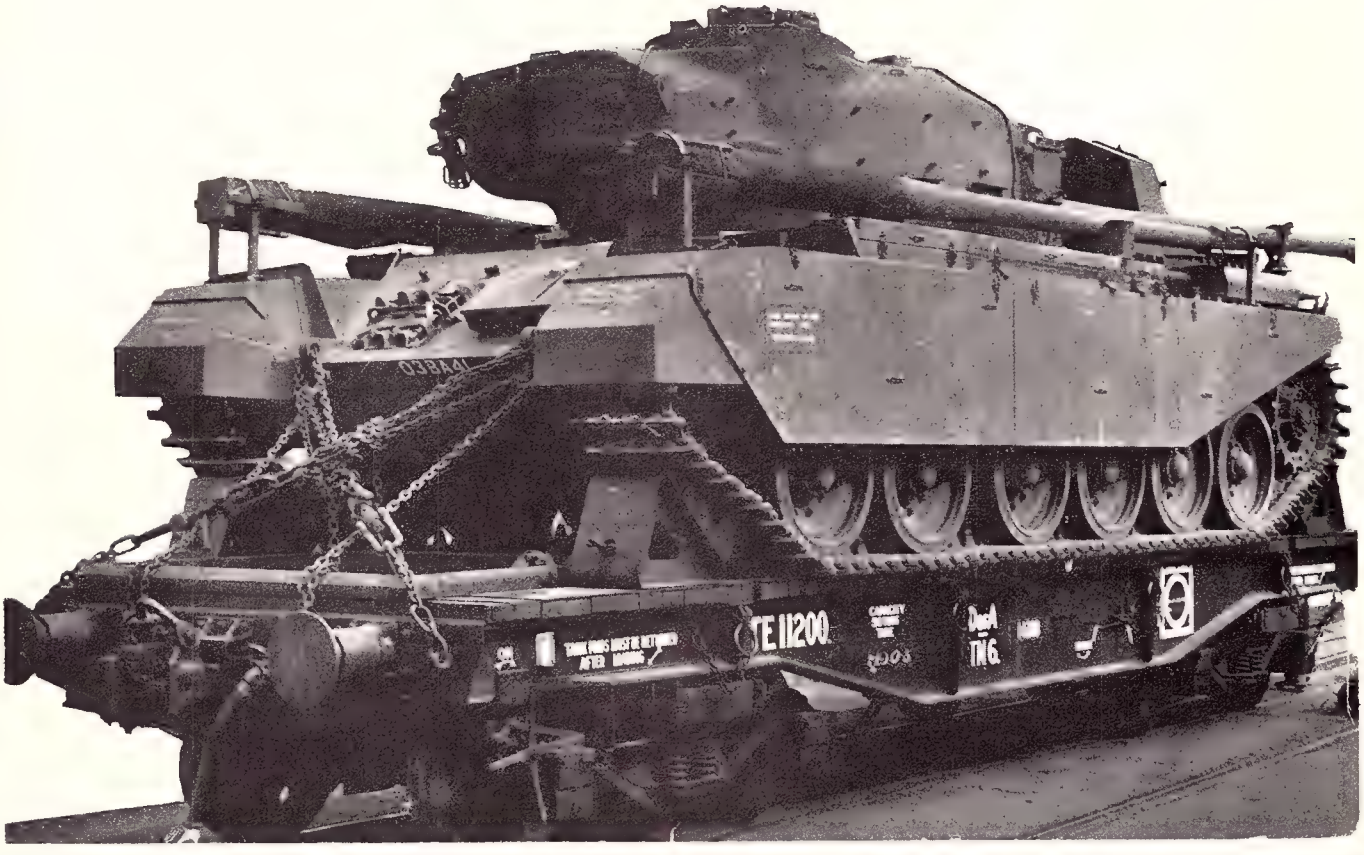
4 SHOPS IN HALF THE SIZE OF SIX



MODELLING PROJECT

N.S.W.P.T.C. 'TE' Flat Wagon

A model for the inexperienced to try his hand at.
As described by Es Davies.



The Prototype

The TE class flat wagons were built by the NSWR workshops in 1952 for the Department of the Army. They were designed for the transport of Centurion tanks and other military equipment. There are six members of the class. They are only 9.1 m (30') long and have a capacity of 55.8 tonnes (55 tons). Although they were originally owned by the Department of the Army it is believed that they are now owned by the Railway. Originally used for the transport of heavy special loads (see photo). Modellers should remember that a Centurion tank loaded on this wagon (or any other wagon) is an "out of guage" load and must be moved under special train conditions only.

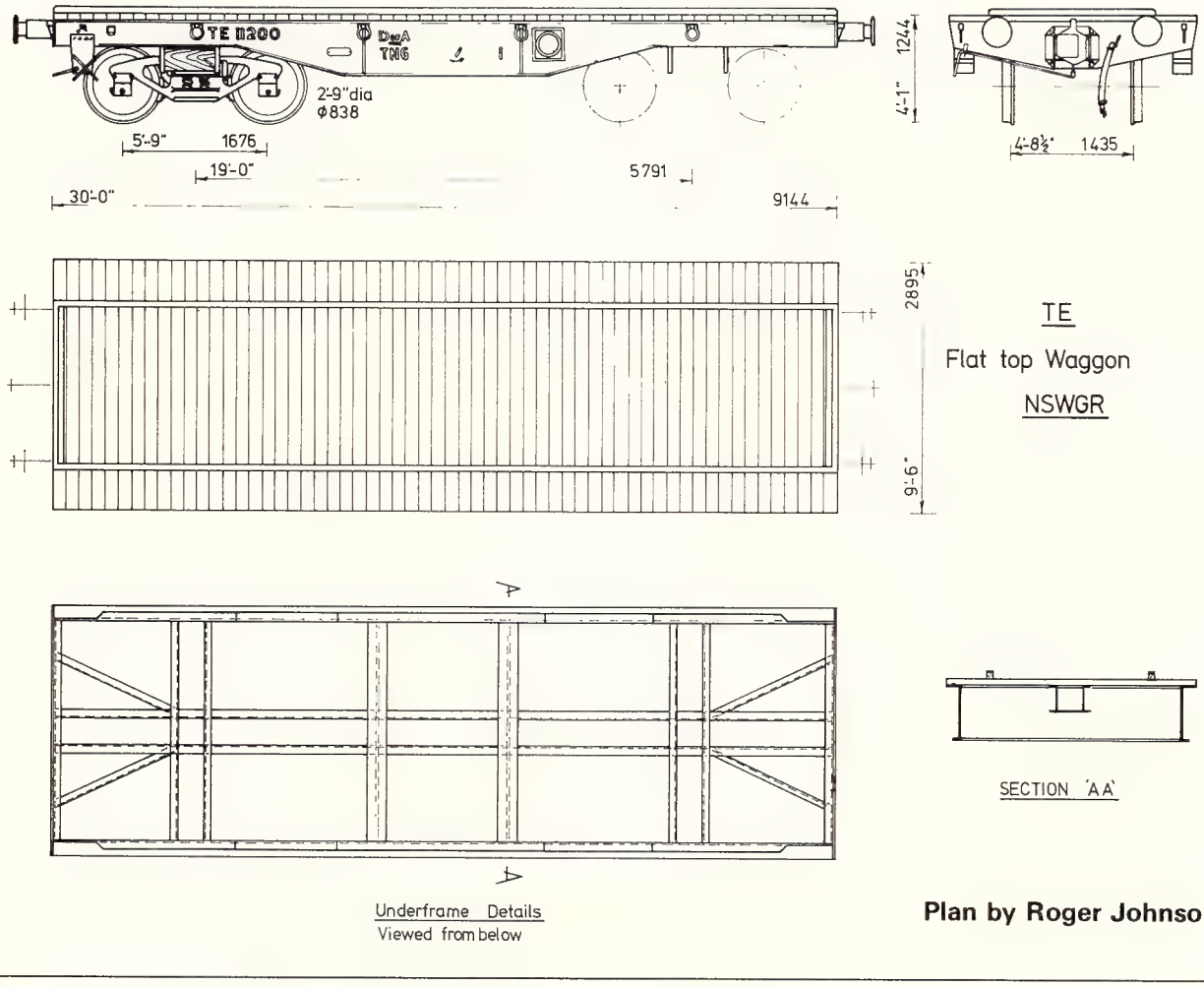
The Model

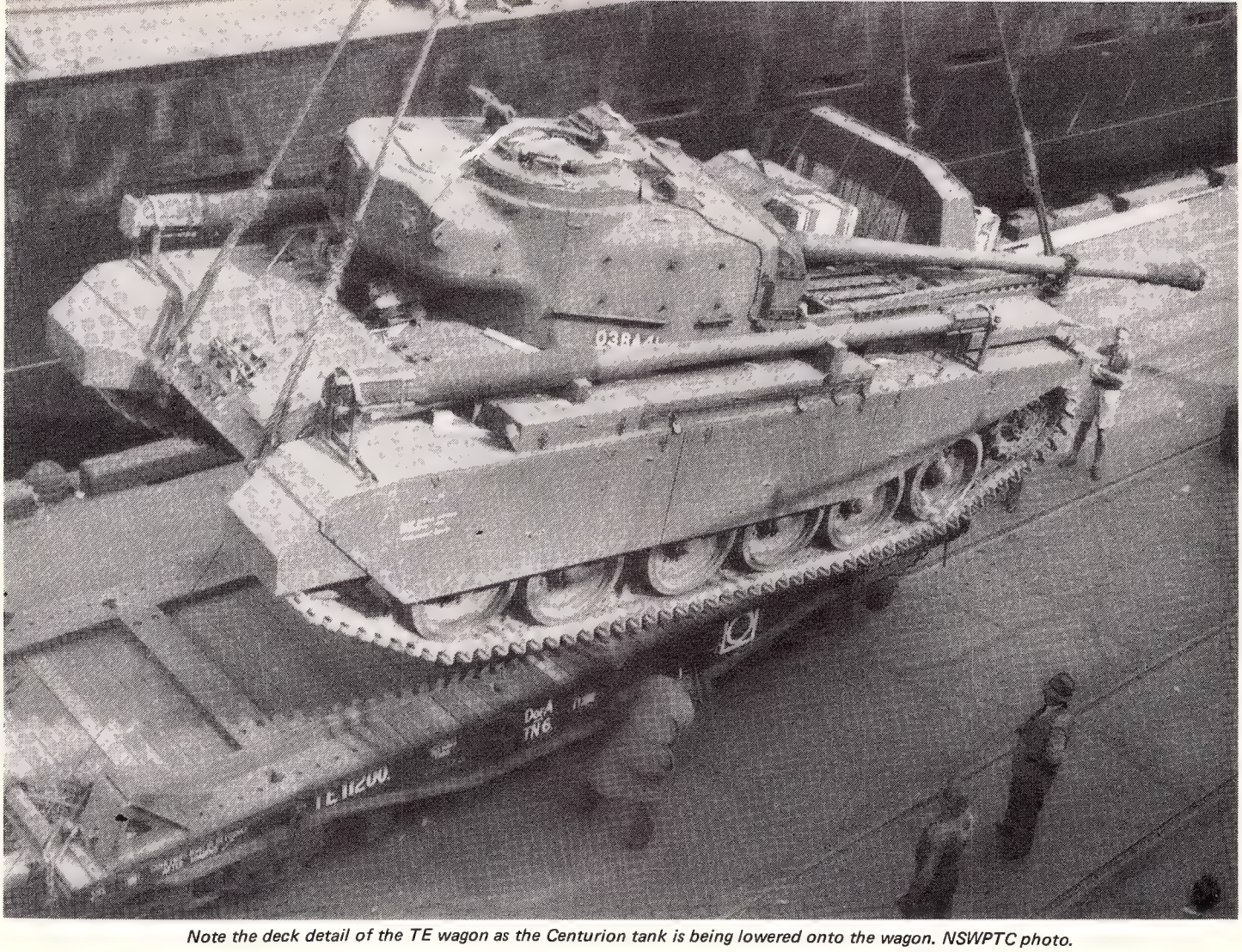
As with the prototype, the original reason for building the model was for a vehicle to carry an army tank and form part of a military train. However, as the TE wagon is also used for general traffic, especially heavy loads, it would also suit the modeller looking for a short flat wagon.

This model can be recommended to the beginner for it is an exercise in soldering and most soldered joints are simple. The faint hearted may use styrene sheet in place of the brass but provision must be made to adequately strengthen the wagon.

In civilian service the TE wagons are used for extra heavy duty, as shown in the above NSWPTC photo.

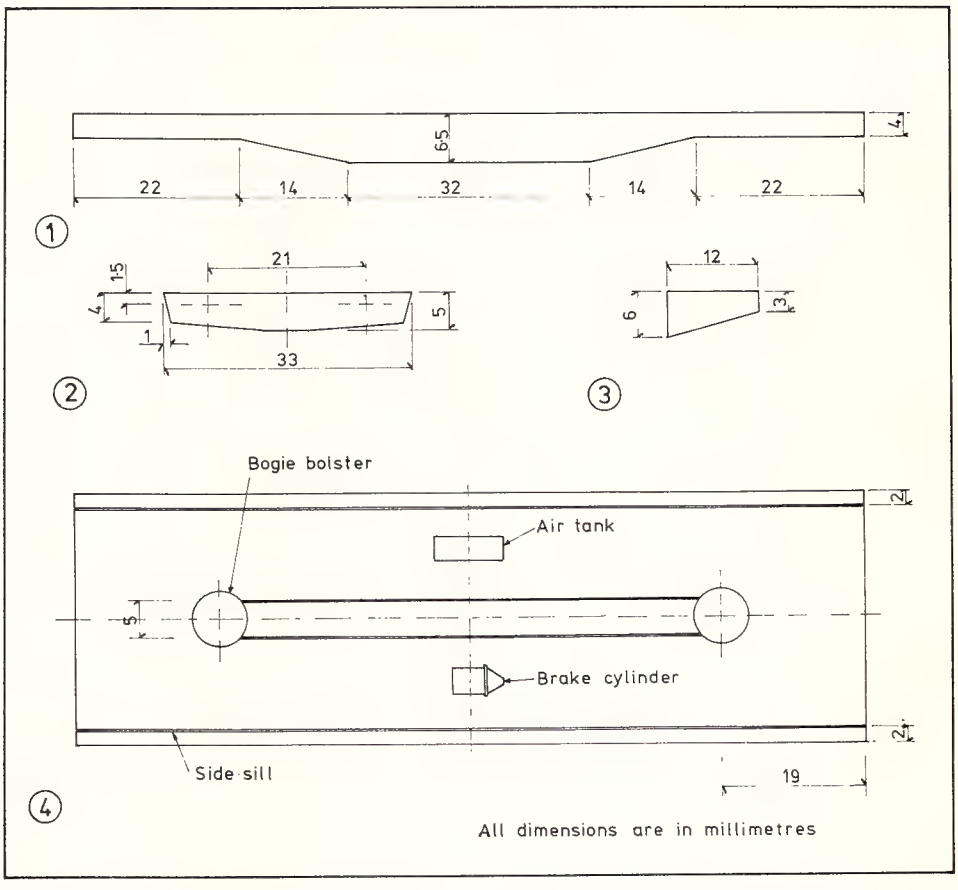
Centurion tank being delivered to Australian shores from the sea going freighter 'John Lyras'. NSWPTC photo.





Note the deck detail of the TE wagon as the Centurion tank is being lowered onto the wagon. NSWPTC photo.

Material Requirements
0.015 nickel silver or brass
Base — 1 off 104mm × 33mm.
Side Sills — 2 off — 104mm × 6½mm
Side Sill capping — 2 off — 110mm × 2mm
Head Stock — 2 off — 33mm × 5mm
Centre Sill sides — 2 off — 60mm × 3mm
Centre Sill cover — 1 off — 60mm × 6½mm
1/16" Brass
Gussets — 4 off — 12mm × 6mm
⅜" diameter Brass Rod.
Body Bolsters — 2 off — 4½mm deep
1/32" thick Northeastern Timber with 6" planking
Deck — 1 off — 105mm × 33mm
" Northeastern Timber strip
Deck Guides — sides — 2 off — 105mm
Deck Guides — ends — 2 off — 19mm
Buffers
Protype Wagon — 4 off
Couplers
Kadee 5 & 10 (5's)
Bogies
Roundhouse Bettendorf
8BA CH screws — 2 off
10BA CH screws — 2 off
A good flat bed to work on is a section of ¼" to ½" plate glass.



Wagon Assembly
Trim side sills to shape (as per diagram 1) using sharp tin snips and finishing off with a small 2nd cut file. Ensure that the sections are clean.

Cut and shape end stock (as per diagram 2) drilling mounting holes for the buffers.

Solder the side sill capping to the side sills. The caping is to follow the shaped edge of the side sills so that an equal section of the caping overlaps each side. Solder from the "inside".

For those new to soldering, a small tipped soldering iron is needed, preferably an electric unit of approximately 40 to 60 watts. For all soldered joints the area to be soldered must be spotlessly clean, this can be accomplished with steel wool or light emery paper. There must be a soldering flux on the joint and either Coralite or Yorkshire flux is suggested. When soldering ensure that the tip of the iron is cleaned and tinned. Old solder can be wiped off with a dry rag when the iron is heating up but if the tip is pitted and lacking a tinned surface, dress (file) the tip into shape with a file, apply flux and, as the tip is heating up, apply solder. For this type of work 50-50 resin-cored solder is suitable. When soldering apply the iron to the job (the joint to be soldered) and heat the job up; the object is to keep a little solder on the tip end, as the solder flows from the tip to the joint, to move the tip along the

whole joint allowing solder to flow from the tip to the joint. Obviously it is necessary to keep adding solder to the tip. As long as the parts being soldered are held in place the solder, once hardened, will hold the joint firm. Nickel silver solders more easily than brass and in both cases soldering is not difficult, a little practise on scrap material will help gain experience and confidence.

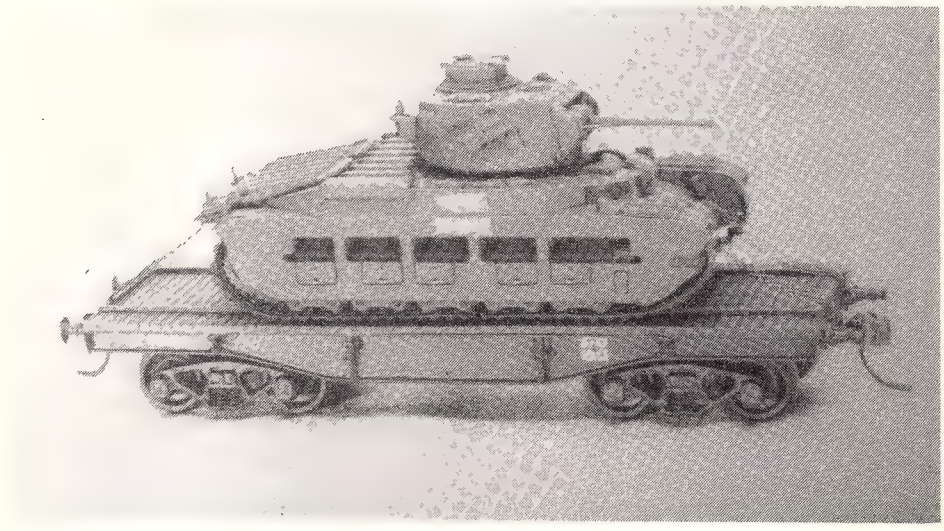
To get true shape first solder the lower section (32mm long) by pressing the side sill down on the 2mm capping strip, then shape the capping strip to the shape of the side sill and solder. Trim the capping to length and clean off any excess solder and all evidence of flux.

Clean the underside section of the base and mark out as per diagram 3: Use a sharp scribe (metal type) and a steel rule as a straight edge. Solder the head-stocks to the base, the top edge of the head-stock being level with the top of the base. Solder the side sills between the head-stock on a line 2mm in from each edge. Keep the sills square to the base.

The body bolster, a section of ⅜" diameter brass rod, is a little inaccurate in shape but very functional. The depth of the bolster (4½mm) depends upon the brand of bogie being used, measurements for this article provide for the use of Roundhouse Bettendorf style HO bogies; if a different brand is used adjust the depth of the bolster accordingly. Drill and tap the centre of the bolster 8BA and solder to the base. When cool add the bogies and trim the 8BA cheese-head (a round-head) screw to the correct length which should allow for a little bogie movement. The screw should be tight up against the base. Remove the bogies and screws and put aside.

Fit and solder the centre sill sides between the bolster. The centre sill cover is then soldered over the sides; this can be readily accomplished by trimming the cover to fit between the bolsters. Then put a slight bend in the cover, solder one end to the first bolster and then the other end to the second bolster. The bend should force the cover against the sides and remove the need to solder is to the sides. Alternately, the centre sill can be formed out of a section of solid brass ¼" × ⅛". File the gussets to shape (as per diagram 4) and solder in place between the side and centre sills.

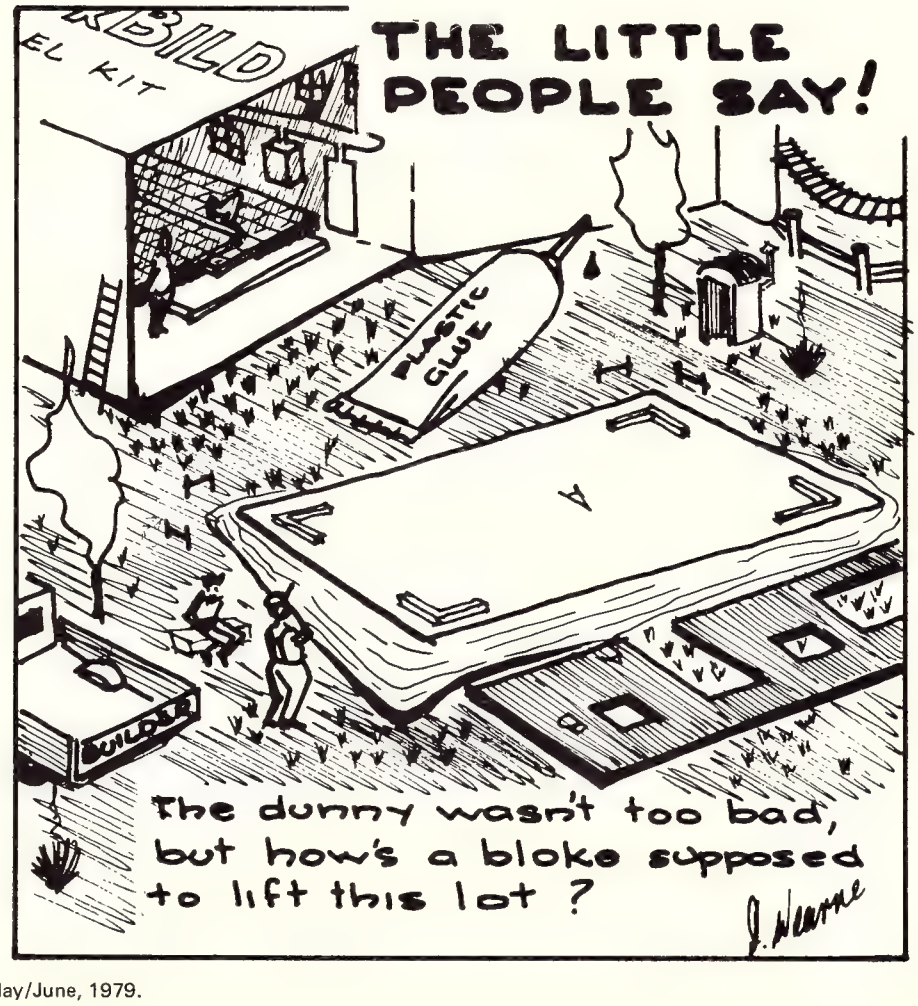
Fit the bogies and mark the position for coupler height; this can be accomplished (for Kadees) with a jig similar to the one described by Phil Curnow in the Jan/Feb, 1977 issue of AMRM. The height for a Kadee 5 is 29/64" above track level. Mark out and file the hole to fit the coupler pocket in the head-stock ensuring that the centre of the coupler pocket is in the centre of the wagon as it sits on the track. Solder a packing piece between the top of the coupler pocket hole and the base. Drill and tap a 10BA hole for the final mounting of the coupler. Remove the bogies again and add buffers and, if desired, the air reservoir and brake cylinder, both of which are positioned on the cross centre line of the wagon, one each side of the centre sill. The brake cylinder is a standard size while the air reservoir is 12" × 3" and held in place with large U bolts. Handbrake wheels can be fitted as can the outside struts that retain the top rings. The rope rings are 2" in diameter but need to be a little larger on the model. Note that there are rope rings on the head-stock.



Before painting can commence the model must be cleaned of solder dags and flux. Scrape or file any excess solder with a small file or scraper; the latter can be made from the tongue of a file. All evidence of flux should be removed by scraping but it is easily wiped away directly after the solder has been applied and the flux is still warm. Then was the model — minus bogies and couplers — in a bath of degreasing agent (or thinners or turps) and leave to dry. Paint the unit with a metal undercoat from the Floquil range and a spray job will give the best result. When completely dry add the timber deck, this should be trimmed to fit over the base and can be glued in place with a fine coating of 5 minute epoxy adhesive. When the adhesive has set add the deck guides using PVA Aquadhere sparingly. Trim the parts for a neat square finish. The whole unit can now be painted matt black. The deck will absorb most of the paint but this will give it a realistic appearance. The lettering can be added using the photographs of the prototype for positioning. When complete spray with a clean matt plastic (Estapol Satin Matt) to protect it from "grubby little fingers".

The tank (war type) that is carried (prototypically) is a Centurion but, as most models of the Centurion are OO scale, the tank completely devours the wagon and so an OO scale kit of a Matilda tank was used. An HO Centurion tank (with removable Fast Wheels) fully assembled and die-cast can be obtained in some department stores for a dollar or so and it makes a good load. The tank, as a load, can be further detailed by adding chocks and retaining chains; this aspect is to suit the individual modeller's taste and ability.

Acknowledgements: *John Bevan for preparing the prototype notes, Ian Thorpe for the diagrams, Graham Ball for the photographs and Bob Gallagher and Stuart Livesey for helping with the text. A special mention must be made of the assistance given by the NSWPTC Archives Officer, John Forsythe, whose guidance was invaluable.*



MODERN IMAGE BUILDINGS

Continued from page 18

ments and desires for effect or whatever. What applies in the writer's home state of Queensland may not necessarily apply in other states in many respects. So we must return to one of the basic activities of the modeller, that of active personal observation. Therein lies the ability to find a prototype of what he really needs (or wants).

The accompanying pictures were all taken in the vicinity of railways in Brisbane. The writer hopes that they illustrate the points raised in this article sufficiently and to encourage the modeller to go and prove that what he's looking for isn't so hard to find.

R 761 pictured at Wodonga depot. Clyde GM B85 is in the background. Photo: Leon Oberg.

VICTORIA'S MAGNIFICENT HUDSONS

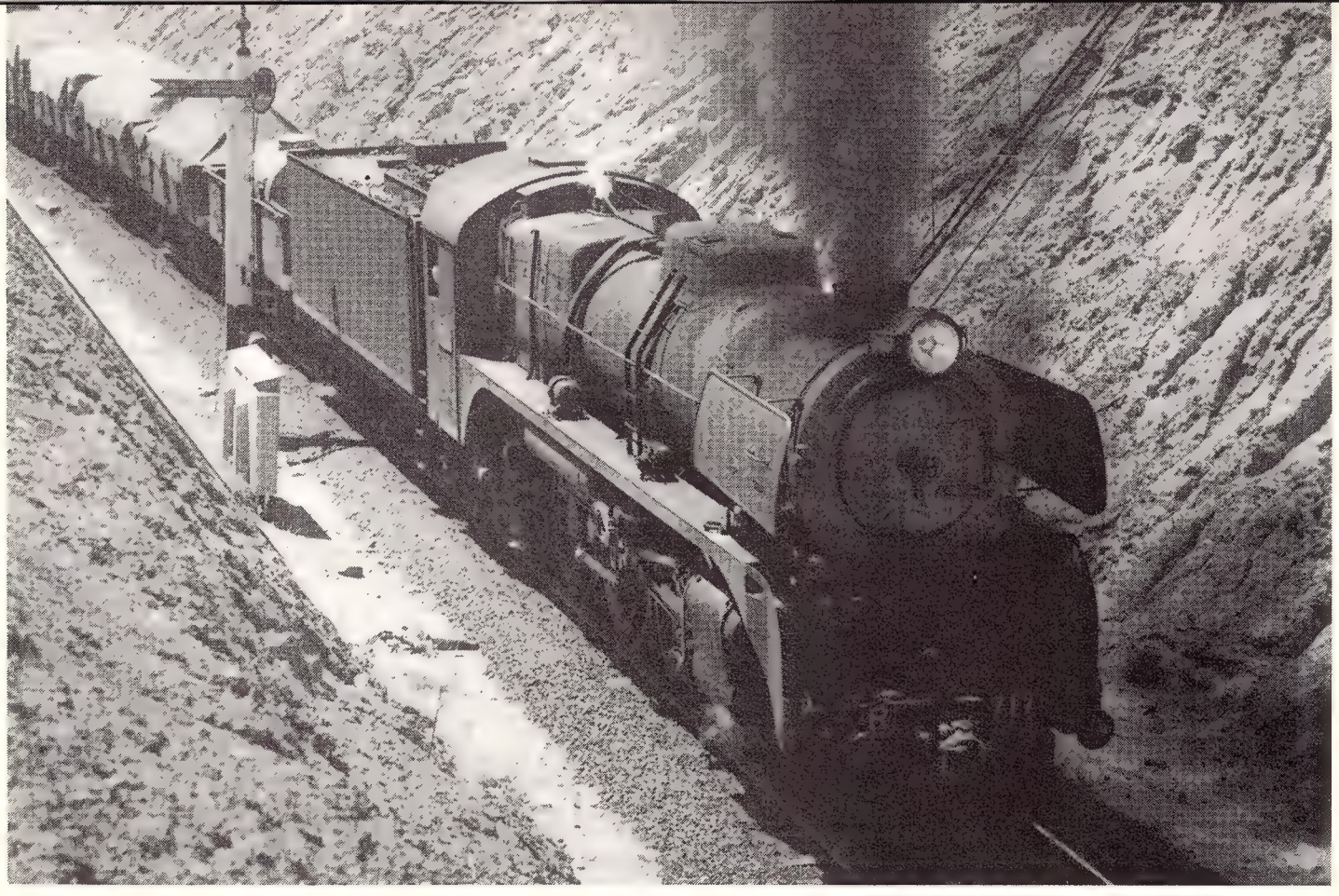
A coverage of the V.R. 'R' Class steam locomotive.

R745 at Horsham in 1957. A second glance at the apparently 'plain' front end reveals quite a number of details. Count the number of hand rails! Photo — Des Jowett.

They were one of Australia's glamour steam locomotives in their heyday. When introduced in 1951, they bore the popular black and red colour scheme that remained with them to the end of their days. One such R even 'stole the show' before she came to Victoria, as an exhibit at Glasgow during the Festival of Britain. It wasn't quite right, though, as its headlamp at the time looked more like something borrowed from a WAGR W class. All of the R's were manufactured by North British who also made a number of N's for the VR. They came out here as deck cargo, and were lifted onto VR metals at Williamstown, not far from the site of the old Williamstown workshops, birthplace of the first VR-built locos.

The 70 R's numbered from 700 to 769, were intended to take over the express passenger duties of the venerable A2 ten-wheelers. The A2's had been around for 40-odd years when the R.s arrived, and the last of the A2's was not withdrawn until the 60's, by which time many R's were stored and unlikely to be used again. One interesting 'anomaly' was the running of the 6.05pm Melbourne-Geelong passenger train behind either an R or an A2, as late as 1961. One main factor in this situation was the arrival in 1952 of the Clyde-GM B class, and their rapid rise to fame as express passenger locos. The R's had taken over the 'Overland' (Melbourne-Adelaide express) working between Melbourne and Serviceton, but were soon supplanted by B's. However, the use of R's on the Western main line persisted

A clear view of the detail at rear of tender. Note the different fashions in lamps. (The uppermost is an oil lamp.) The pipe fitting immediately above the coupler is for draining the tender water tank and also for connection from a water truck if required. Photo Keith Buckland.



View down the fireman's side of R717. This view shows boiler-top and cab-roof details such as cover plates and can ventilator hatch. Photo — Des Jowett.

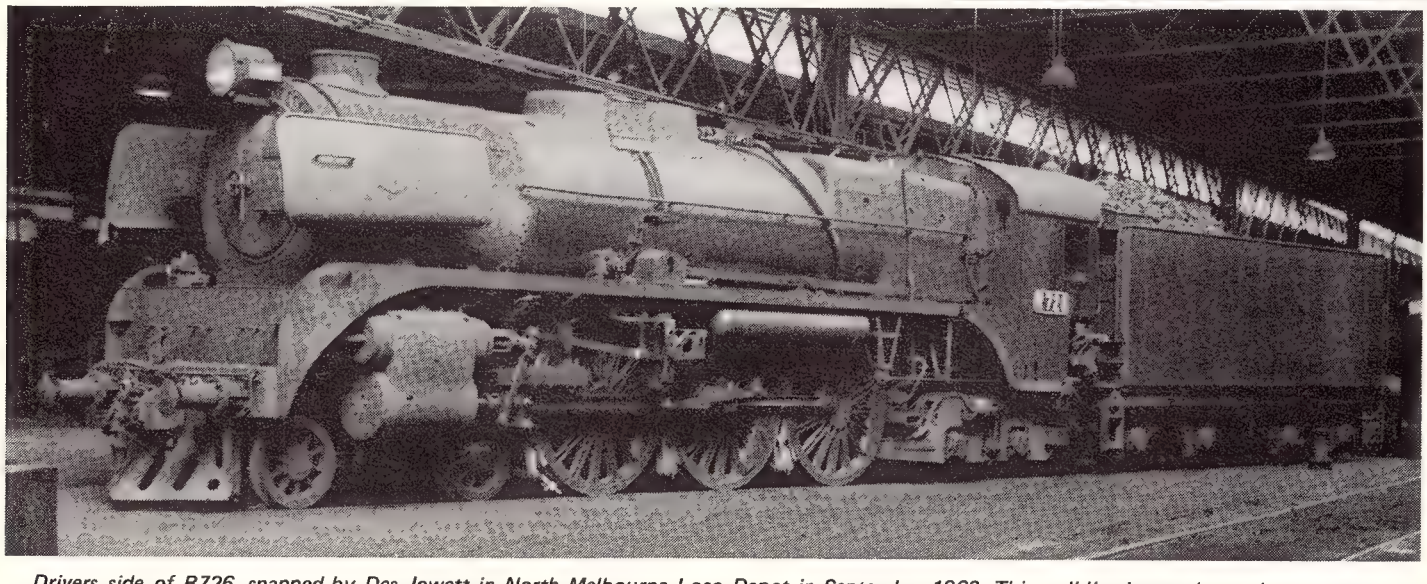
until the early 60's, on workings between Horsham and Ararat, They worked many other passenger trains around the State, but by 1963 the completion of supply of the Clyde-GM S class ensured that there was little further place for them on passenger trains. The last large-scale use of R's occurred during the transport of a bumper wheat harvest in the early 60's, when many R's were retrieved from storage at various loco depots and used for the wheat haul. Taken overall, the use of the R's alongside A2's, B's and S's gives the modeller useful latitude in his 'operating department'.

Engine crews from the era of the R's had mixed feelings about working the R's. The automatic stoker was a boon to the fireman, but the barely-adequate coal capacity was a worry on longer runs. The drivers found them light on their feet, as shown by annoying outbreaks of wheel spin when starting moderately heavy trains even on dry track.

The technical details of the R are available from several sources. The VR's 'Power Parade' and Stephen Watson's 'Era of the VR R Class' though presently out of print, are on the bookshelves of many older (?) railfans. The Sept/Oct 1966 issue of AMRM, too, has a brief article on the technical details of the R. Also, the ARHS is presently preparing a particularly comprehensive book on the R. This new book will be exceptionally well illustrated and worth waiting for.

The photographs accompanying this article have been chosen to provide the best possible help to modellers. Further detail can be obtained by going over to the ARHS Museum at North Williamstown, and inspecting a real one as closely as you like. Studying the prototype closely aided the construction of several beautiful models that appeared in 1952-53, mainly in 0 gauge. Like most VR steam locos, the R is comparatively easy to model with its 'parallel' boiler, simple front end, and plain cab. The only tigerish difficulties are the 'SCOA-P' (fluted) driving wheels and the unique tender bogies. The latter, though, are not so hard for a scratch builder who has already built a loco.

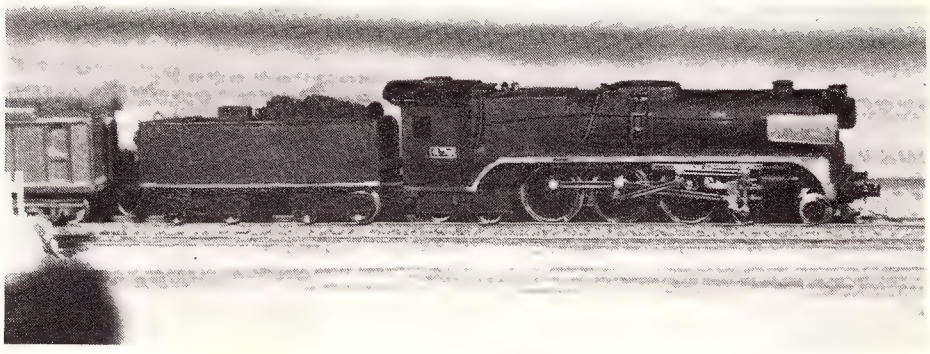
Compiled by Ian Weickhardt.



Drivers side of R726, snapped by Des Jowett in North Melbourne Loco Depot in September 1960. This well-lit picture shows the extensive 'detailing' on and below the footplate parallel to the boiler. Note the different style of front marker light to that on R745.

BUILD A V.R. 'R' CLASS in N Scale

by Andrew Salaman



Initially I had a lot of trouble in finding the best locomotive to convert to the R Class, but after a trip to the Engine Shed in Box Hill I decided on the Minitrix 4-6-2 Pacific, No. 2900. The wheelbase is virtually spot on so if anyone wishes to build an R Class in N scale the following article and sketches should help.

First, detach the tender from the engine. Remove the small screw in the top of the boiler to detach the chassis and put it to one side with the tender. The main work is done to the body of the locomotive.

Remove the following pieces and put to one side. We will use some of these later. First, the plastic strip in front of the boiler used for the lights. Then unscrew the buffers, cut off the air tanks at the rear of the cab using a fine saw, and the plastic window strip in the cab. Lastly, remove the smoke deflectors using a fine screwdriver. These can be gently prised off.

The next step is to take a small file and file the funnel down to the correct height (1'-2"). Also file off all pipes and other obstacles protruding from the boiler. When finished the sides of the boiler should be smooth. Cut off and file flat the air compressors and also the brake rod.

The next step has to be done very carefully. Using a scale ruler measure back from the cab eleven feet and mark. Next take a slightly heavier file and file this area on top of the boiler, as shown in Fig 1. Make sure that the area is completely flat, and slopes back towards the cab. When you have finished, the end by the cab should be one foot lower than the rest of the boiler.

Now take some 0.008" styrene and cut to the correct dimensions and shape for the firebox cover, as shown in Fig 2. Cement it together with MEK. On either side of the styrene, eight feet from the cab end, a 30-inch cut must be made. You will see the reason for this when you place the cover in place over the firebox to check its fit.

The cover can now be cemented over the firebox with 5-minute Epoxy Resin. Stick the top of the cover to the boiler first, leave for about one hour to set, and then do the two sides. They will have to be held in place until the glue has set. You will notice, as shown in Fig 3, that there is a gap under the two front corners of the cover. These should be filled with epoxy resin, and when hard (about one hour) filed flat.

Next step is to work on the cab. File the roof and sides smooth. You will however notice that the original cab sides are curved so file more off the cab sides as shown in Fig 4. Also file across the middle of the two pieces of styrene for the cab sides. Use 0.020" styrene for the sides and take the measurements from the drawing. Check that the window openings in the styrene correspond with the rear window of the cab.

Cement both sides on, leave to dry and then start on the roof. This must also be filed nearly flat. Cut a roof overlay from 0.010" styrene and cement into place. When dry, file the rear corners. Again using 0.010" styrene, cut a piece 3' x 2' in size for the hatch on the cab roof.

The steam dome caused me the most trouble. I finally made a plaster mould and cast the dome in white metal. If you do not have a ready supply of white metal, go and see your local newspaper because their typeset is a type of white metal. A very important point to remember is to leave the cast to dry for at least 48 hours after you have made it. If there is any moisture left in the plaster it will cause the molten metal to explode.

When you have cast the dome file a curve underneath to match the boiler. Also file off any burrs on the side or top of the dome. Measure 15'-3" from the cab along the boiler and mark. The rear of the steam dome fits on this mark. When glueing make sure that no glue goes into the screw hole that is used to hold the boiler to the chassis. After the glue has set, file off any excess.

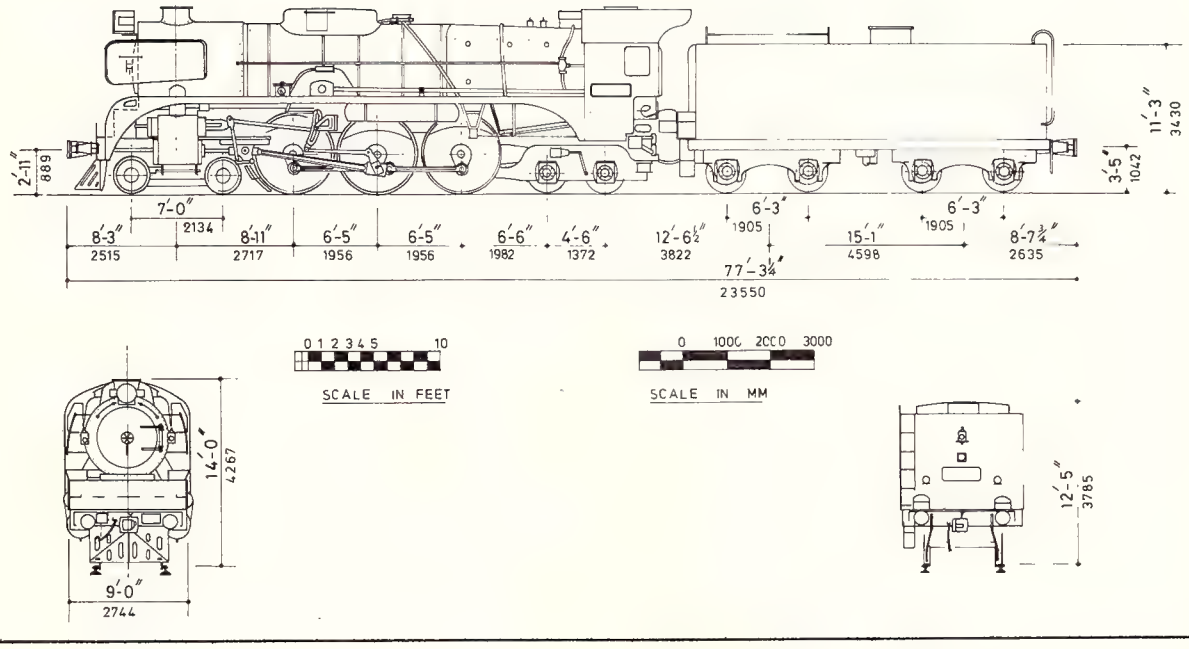
Now back to that screw hole behind the steam dome. Take some ⅛" brass tubing (you will I hope realise that this last measurement is not in scale inches) and cut off a one foot length. Cut in half as shown in Fig 5, and glue directly in front of the screw hole (ie between the hole and the steam dome). Again make sure that the glue does not find its way into the hole, as it did in my case. Using a six inch strip of 0.020" styrene, file to a round shape, cut to correct length and cement the two steam whistles in place.

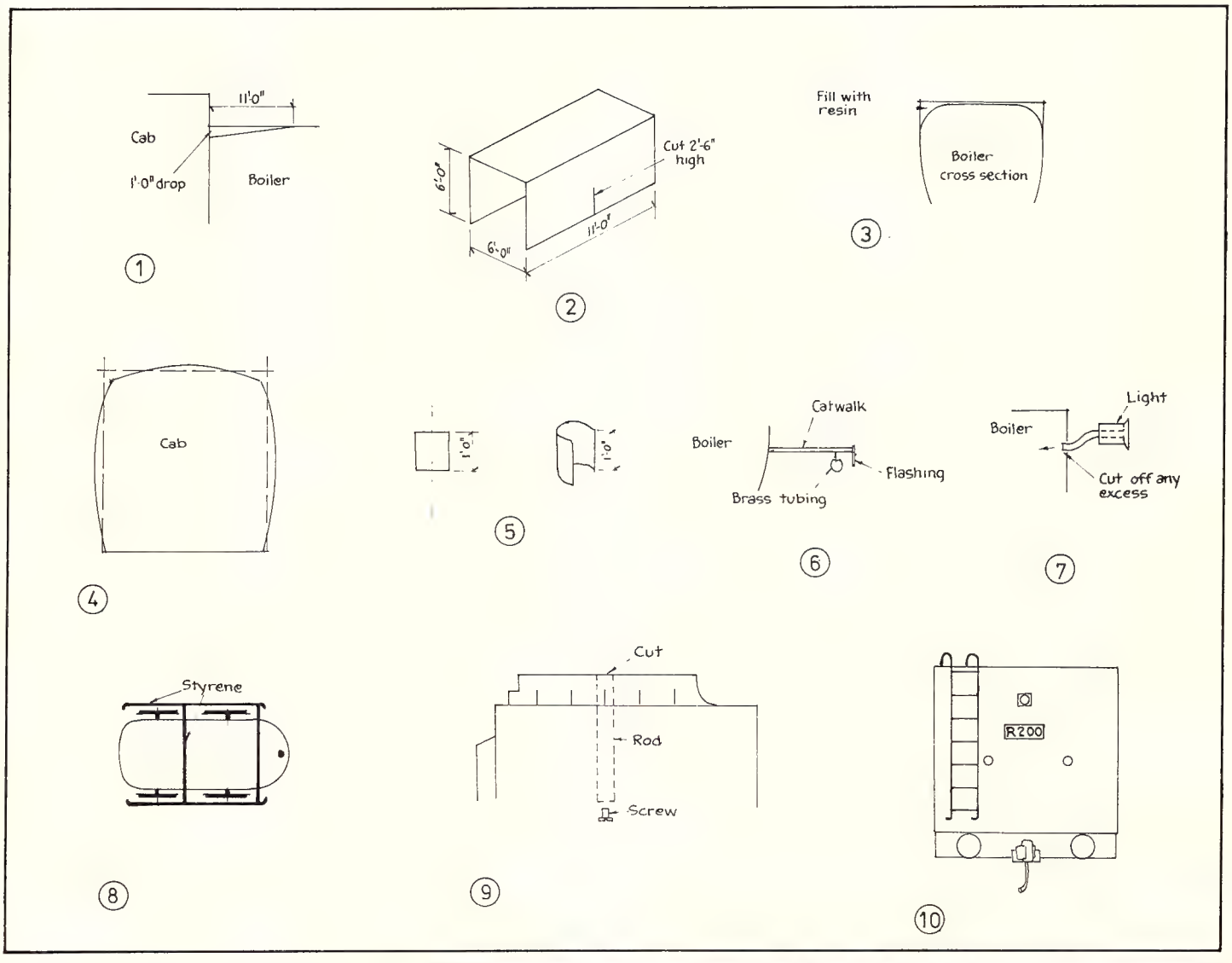
The front of the locomotive is next. I used 0.030" styrene to get the step type appearance. You will have to do a lot of filing to the existing body before you can start to make it look like an R Class.

You can make the cowcatcher yourself, but I cheated and bought a Kadee conversion, No MT-1043. By cutting off the catwalk and trimming the sides it fitted perfectly. Now re-locate the buffers by drilling small holes in the correct position and then just screw the buffers in. The side flashes are next. From 0.020" styrene cut and shape to the correct length and cement in place. The dimensions are on the drawing.

For the two air tanks, cut a piece of ⅛" brass tubing 8'-6" long, and file the tops slightly flat. Cement into place under the catwalk, between the second and third driving wheels, as per Fig 6. On either side of the boiler there is a steam pipe starting just in front of the driver number three, and running forward and up to the screw hole in the top of the boiler. I used fine piano wire for this, and the other two steam pipes on either side of the boiler, situated just in front of the cab.

Handrails are the next order of business. Cement 5-amp fuse wire into a hole in both ends of the boiler. Make sure that you do not make the handrails too long. When the glue is dry place a very fine screwdriver behind each wire near the hole, and turn a quarter of a turn towards you. Do the same at the other end.





This will make the handrails stand out from the boiler.

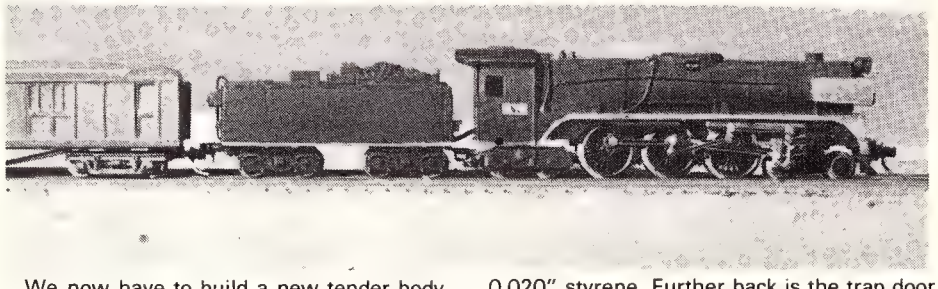
On the right hand side of the boiler, with the cab on the left, there is a short ladder beside the steam dome. I made this out of fine brass wire and glued it into place.

The last step on the boiler is the most important, as no R Class would be complete without its headlight. Take a 1'-6" length of ⅛" brass tubing and open up one end slightly with a nail to give it a flared look. This will become the front of the light. Then take the original plastic used for transmitting the lights and place the top half back inside the boiler. Take a piece of the remaining plastic and shape it to fit tightly into the piece of brass tubing. Make sure that the piece in the tube has a tail on it as shown in Fig 7, because it is this tail that will fit into the existing light hole. This will hold your light in position, and also transmit the light from the globe in the boiler. Be careful not to let the glue touch this plastic or it will become cloudy and will transmit the light. Cement the smoke deflectors back into position. Except for painting the body is complete.

The next step is a small one. Remove the trailing bogie and drill a 1/64" hole for the second axle, making a 4'6" wheelbase. Now cut and shape 0.020" styrene to cover the wheels and cement in place using two cross pieces. See Fig 8.

Tender

Unscrew the top from the bottom, remove the two sets of bogies, unscrew the buffers and remove the lead weight. Next take the top part of the tender and very carefully cut out the piece of rod that is used to secure the top to the bottom, shown in Fig 9. The best way to remove this is to make a cut through the top of the coal bunker, either side of the rod, then make a further cut to join the first two, and lift the whole piece out. File off the piece of coal bunker that is left on the rod and put this to one side as we will need it later on.



We now have to build a new tender body. From 0.030" styrene cut out two sides and two ends, making sure that they are square. Cement these pieces together with MEK, then cut the top section to size and cement to the walls. The width of the tender is 9'6".

Take the original base of the tender and cut it in half using a fine razor saw. Do not cut through the screw hole but to one side of it. The tender is 28 feet long so we have to add a further 3'6" with some 0.060" styrene. When this is finished, check that it is a good fit in the body. Take the piece of rod we cut off the coal bunker and screw it back onto the base, using the original screw hole. At this stage the rod will probably be too long, so file off the excess. Check that the bottom section now fits correctly into the body, and place a large blob of epoxy resin on the top of the rod. Fit it back into the body and allow at least four hours to set. Then remove the screw and take the bottom off again. Now re-locate the tender bogies and screw in place, remembering that two wheels on each bogie are live and two are insulated.

Put the frame to one side now and take the top half of the tender again. Using 0.020" styrene and MEK, cement the coal bunker walls to the tender top. The toolchest goes behind the bunker, and then a small box with two rods sticking out of the top, representing the jacks. Behind that is another tool box, running lengthwise. These can be made up of 0.020" styrene. Further back is the trap door into the water tank. Shape this and then cut small pieces of styrene for the hinges and handle. When these have been glued in place, brush with MEK which will round off the edges.

Now re-locate the buffers and screw into place. Add a Kadee coupler, and using styrene and N scale jewels, put the three marker lights in position. The top light is red and is larger than the other two. It is situated in the middle of the tender back. The other two lights are white with the number plate between them as shown in Fig 10. Make up your second ladder out of brass and place it on the left hand side just above the buffer.

Solder the pickup wire from the locomotive in place. The lead weight is fixed in place when you screw the leading pair of tender bogies on. For the coal I used N scale Bluestone Ballast glued in place and painted.

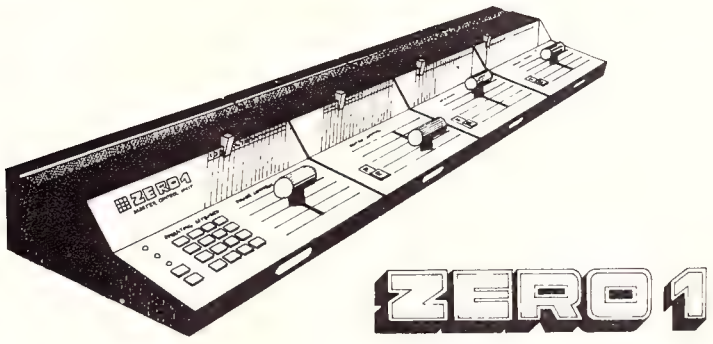
Painting

This is the last stage of the operation. The smoke deflectors and the side flashing are crimson. I used Floquil Red, darkened with a little Grimy Black. Do not forget to paint the wheels black. The number plates on the rear of the tender, sides of the cab, and front of the locomotive should be painted black, with the lettering and numbers in white. Use a marking

Continued on page 31

HORNBY ZERO 1 — A CLOSER INSPECTION

Ross Hurley



Independent operation of a number of locomotives on the one section of track has been an operators' dream for years. Carrier control was tried in the sixties but it suffered from frequency wandering. Radio control has been tried from time to time, with the same consequences. And there was always that suggestion of awful confrontations with model aircraft modellers at your front door, after their radio controlled craft did a sudden nosedive into the ground of a nearby field when your 0-6-0 tank, on a co-incidental freqency, shunted back into the brick siding.

Cab control was the only real alternative for the modeller who liked to simulate prototype operation. But with cab control we were forced to throw switches ahead of, and behind, each train to separate it electrically from others. It has been with us for so long that we have grown numb to all this switching, and have long forgotton that it has no parallel on the prototype.

Then Hornby announced Zero 1. And they were quickly followed by Airfix and H&M with reports that they were also developing similar systems.

Hornby's advertisements said Zero 1 could operate 16 locomotives independently, four of them simultaneously. It looked like an enchanting look into the future, but there were many things we didn't know about it.

At the Toy Trade Fair we had an opportunity to see a Zero 1 system operating, and to talk with the representatives about what it really could, and could not, do. Zero 1 is primarily designed for the toy trade, and its publicity is similarly aimed. We were interested in its use by serious hobbyists.

We'll start with the facts; what we knew about it from Hornby's publicity, and what we were able to find about it from their representatives. Then we will see how well they will fit into our operating patterns.

1. Sixteen chips can be put into 16 locomotives immediately on purchase of the master control unit. They are coded into 16 channels by breaking off certain combinations of the four pins on each chip. The chips are very small, and are easily installed.
2. The master control unit is connected to the track with just two wires.
3. The system runs on 20V ac, which is on the track all the time the unit is switched on.
4. The master control unit has a keyboard which can be used to select any one of the 16 locomotives to run. The throttle on the master unit is used to drive that train.
5. When one is running, another can be selected, and the first locomotive remains running at its last speed until its number is re-selected.
6. Up to three locomotives can be set to run in this way simultaneously, with a fourth being driven directly by the throttle. That explains what Hornby means when it says "four can be operated simultaneously".
7. Any one of the four locomotives can be re-selected to be driven with the throttle at any time.
8. No more than four can be run at one time because of current limitations.
9. If more than one locomotive is to be driven directly by a throttle, up to three slave units (basically plain throttles) can be added. The master unit is used to select which locomotives are to be driven, and by which throttle.
10. The throttles have four inertia settings, from slow to quick acceleration. They are also selected on the master keyboard. The rate of acceleration can be altered at any time, but no separate brake is provided.
11. The three slave units are physically attached to the master unit so there is no walkaround facility.
12. There is a master 'kill' button which will stop everything on the layout in an emergency, but will not cancel any programmes. When re-set, trains will resume their speed and direction again.
13. At a later stage, Zero 1 will incorporate turnout, signal, etc. control. Up to 64 peripheral components can be operated through the same two wires to the track, by appropriate selection on the keyboard.

Well, that's what we know about it. Can we make use of it?

The biggest advantage is, of course, the ability to control locomotives independently. For instance, the yard shunter can move anywhere in the yard, taking no more notice of other engines in the area than a careful lookout. Or, two locomotives could be driven independently from 'loco' to the head end of a train in the make-up yard, to double head on the run. Operating the double header is then a case of genuinely matching the speed and power of one locomotive with the other, to stop wheel slip. The 'Roundhouse Rat' could steam over the turntable, couple to a mainline engine, and simulate drawing it out of the shed to the coaling stage.

The first limitation we see is that only four locomotives can be operated at one time. On a large layout, and most club layouts, there will likely be a need to operate more than that sometimes. We wonder whether one of the other systems, Airfix or H&M, could be hooked up to the track at the same time, to, say, double the number of locomotives. This is more likely just wishful thinking. For one thing, one of the others operates on direct current which makes it unsuitable from the start.

In its advertised form, walkaround control is out with Zero 1. All four throttles must be physically connected in one bank. And even if the slave units could be separated there still is only one keyboard, on the master unit. These points will be watched carefully when the other manufacturers start talking about theirs.

Once the system is operating on a layout, NO unconverted locomotives must be placed on the track. We wonder how many locomotives will be accidentially damaged by the 20V ac in this way.

Sixteen chips sounds like a lot. But how many of us have more than that number of locomotives? Either all of them must be fitted with a chip, with some channels duplicated, or we have just 16 chips, and a quick insert arrangement in each locomotive. Chips are then allocated to locomotives prior to each session. Fitting all locomotives permanently suffers from a lack of flexibility because one must ensure that no two locomotives of the same channel are on the layout at the same time.

In any case there is a firm limitation to 16 locomotives being available for use over the whole operating session. Again, it would be interesting to see if two systems combined could increase that.

With no brake on the inertia settings of the throttles, modellers will find that when they have misjudged, and the train is going to overshoot the station, there is no way of stopping it more quickly than with the panic button, which will stop everything else too. Users of inertia throttles will know that most of the driving is done with the brake rather than the throttle.

Okay, it is a tremendous advance in model railway control, and one in which a great deal of credit must go to the British manufacturers, but it has its difficulties for the serious enthusiast. What is the alternative?

It will mean sticking to cab control. That means two wires to every electrical block on the whole layout, a switch on the control panel for every block, three wires to every turnout, more wires between the turnout and the track to change polarity of crossings and to isolate track, and a lot of relays or track detection circuits for some layouts. In short, literally miles of hard wiring, copious quantities of expensive switches, a great deal of time going into the wiring up and testing of a layout, and an invitation to that biggest headache of all, fault finding when something goes wrong, as Murphy's law decrees it will. And we haven't said anything yet about all that unprototypic switching we must do as we drive our train.

Those two wires to the track look awfully attractive.

Let us say it could be a goer. What will it cost us? Prices are not firm yet of course, but we have some idea. The master control unit could cost us around $150, and the 16 chips will be around the $20 mark each. Let us say that the three slaves are $50 each. The maximum system then could cost us a hefty $600 or so.

The alternative, to provide as nearly as possible the same degree of control, is four transistor throttles, at between $40 and $70 each, perhaps a hundred dollars worth of switches and relays, bought over a period of time, the cost of miles of wire, and an enormous amount of our time. What price do we put on convenience?

The real cost of cab control might not be much less than Zero 1.

In summary, Hornby's system is interesting. Whether it would be used on an operating layout would probably be decided by personal preferences alone. If its limitations are too much for your style of operation, you would stick to cab control. But if you think that the installation, operation and maintenance of cab control is a headache you would rather be relieved of, you might get more pleasure out of Zero 1, with its limitations.

There will not be a great deal of difference in cost between Zero 1 and the real cost of cab control, but that advantage would only lie with the modeller who has not yet invested in transistor throttles and all the other equipment associated with cab control.

There is little doubt that Zero 1 will be the sort of control of the near future. Modellers planning to expand would be better waiting for a year or two before buying more expensive transistor throttles, etc, to see what other systems are offered. All eyes are now on Airfix and H & M to see if either will produce a product aimed specifically at the enthusiast.

There is one other reason to wait too. Once Zero 1 hits our shores it is certain that the electronic buffs will dissect it. When they start publishing circuits in the electronic magazines we may find an almost unlimited variety of options available, from which we simply pick the one that suits us most.

The 1979 International Toy and Sporting Goods Trade Fair

Sydney, March 11-14, 1979

Overall, from a new products viewpoint, the Toy Fair was somewhat disappointing for the model railway enthusiast. The absence of the Airfix distributors was notable, but Mainline appeared this year, promising that their line would become more readily available.

Hornby

Several new English prototype locomotives were on display, including an A4 'Mallard' in BR green livery, a Western diesel-hydraulic in maroon, and an 0-6-0T in LBSCR colours. An LMS Patriot 4-6-0 is also planned. There were new long wheelbase four-wheel wagons with separately pivoting wheel sets, and a new closer coupling capacity.

The 3½ gauge Rocket with a circle of its unique clip-track was displayed and should be available late 1979.

A new large station building will be available in the construction kit range. Though nominally GWR it was noted for its very Australian appearance. The construction method employs stick-on wall pattern material, featuring dressed stone walls, with edge stoning around corners, windows and doors. It is a very attractive building.

The Zero 1 system was demonstrated by an advertising sample. It is undoubtedly a very important advance in model railway control systems, but some additional data would still be helpful for ultimate comparison with similar systems planned by other manufacturers. It should be noted that neither Zero 1, nor its competitors, are available yet, either here or in Britain. Phase 1 production units of Zero 1 are not expected in Australia until early 1980. There is more that can be said about this system, particularly its suitability for the serious operating enthusiast. See the separate report in this issue, written from that point of view, after discussions with the Hornby representatives.

Lima

An Australian edition of the Lima catalogue was produced this year, but virtually all items were in last year's catalogue. New OO scale items displayed included the 94XX 0-6-0 tank locomotive, and a Southern four wheel horsebox.

New HO scale items seen were a large breakdown crane in DB livery, and the South African Railways open wagon with cover.

An interesting development is the availability of a number of sets without track. Nickel silver flexible track is also available in 900mm lengths.

The Indian Pacific power van should be here in the near future. The re-drafted S Class/GM 12/42 Class diesel should be available this year, hopefully correct this time. The SAR 8300 Class brakevan (WAGR WBC) could also appear in 1979, but the TAM and MBE coaches will probably not appear until 1980.

Mainline

A full range of this OO scale equipment is expected to be available over the next twelve months. It was the first opportunity to study closely much of the range. It has very nice detail on wagons and carriages, with screen printed lettering, etc. Spring loaded tension-lock couplings (Hornby) allowed some 40 wagons to be propelled on the layout without problems. Prices are expected to be quite competitive.

Piko

The full range of Piko HO is now available, and the I I range will be available soon. VERO structures, figures, and many other useful items are also coming.

Craft Items

There were a few items that may not be found in model railway shops that are worth a closer look by scratchbuilders and other model builders.

HOME OVEN CERAMICS have a liquid clay system that can be used to make small items, such as lineside buildings, wagon loads, etc. A plaster mould is filled with the liquid clay. By a process of water absorption the clay against the mould surface sets in a few minutes, when the remaining liquid is poured out for re-use. Undercuts are impossible of course but the system does allow hollow items to be cast simply, in one piece.

LINKA-BLOK, Advertised for some time in the British press, is becoming available here. Basically the system is home casting of brick modular wall sections in a fine plaster, in moulds supplied. The interlocking brick edges are used to assemble any shape of building. Designed essentially for 4mm scale, the bricks are well oversize, but the buildings do look authentic, and in appearance would be equally at home on any Australian prototype layout.

LOTRING are soon to market a 20W soldering iron kit that includes three bits, emery paper, solder and screwdriver; in short a one stop kit for the enthusiast just getting started.

A gear puller was seen that should be in every modeller's tool box. Of a very simple circular design, it would be ideal for pulling wheels off axles when required, or that very important task of adjusting wheels for the correct check gauge. Look for it at the model boat and 'plane counter.

Ross Hurley

CONVENTIONS

Canberra: ACT. A mini-convention is to be held on Saturday evening August 4th in conjunction with the model railway exhibition organised by the Canberra Model Railway Club. The evening will be held in the Albert Hall, beside Lake Burley Griffin. Organised by the Australian Model Railway Magazine and Canberra Model Railway Club. The night will feature talks, films and clinics that will demonstrate many aspects of the hobby. For further details write to: — Mini-Conference, c/- 4 Thompson Street, Garran, ACT. A SSAE would help defray costs.

Christchurch, New Zealand. The New Zealand Association of Model Railway Clubs will be holding their bi-annual convention at Easter 1980. For further details write to:— Great Southern Convention, PO Box 11-062 Sockburn, Christchurch, NZ.

Melbourne: Victoria. The Australian Model Railway Association is planning to hold a convention in Melbourne at Easter 1981. Details will be supplied as they become available.

Sydney N Gauge Model Railway Club

The Sydney N Gauge Model Railway Club is a club organised and run by a group of N scale enthusiasts, who are essentially interested in furthering N scale as a serious scale in the world of Model Railways.

Current membership is approximately 120, comprising Full, Associate and Student members, who meet on the second and fourth Saturdays each month (2.00 pm start) at the St Bede's Church Hall, opposite the church, on the corner of Church and College Streets, Drummoyne. Meetings are split into two groups:- Running Days and Working Days. Running Days are organised on the second Saturdays and working days on the fourth.

On running days, one of the systems we operate is the Module system. This system is where the individual members of the club bring along their own module, ie station, yard, or some other part of a railway system of their own design but to club inter-connecting standards.

We have at present a 10' × 10' club/exhibition layout that is used on running days and in addition we are in progress with another 20' × 10' full Island layout that will replace the smaller one.

The SNGMRC holds its own exhibition on the long weekend in June of each year at Burwood, NSW, and participates in many other model Railway exhibitions during the year.

Our membership is actively involved in other things apart from running and exhibitions. Namely!

(1) We hold clinics on all aspects of model railroading to help all members.

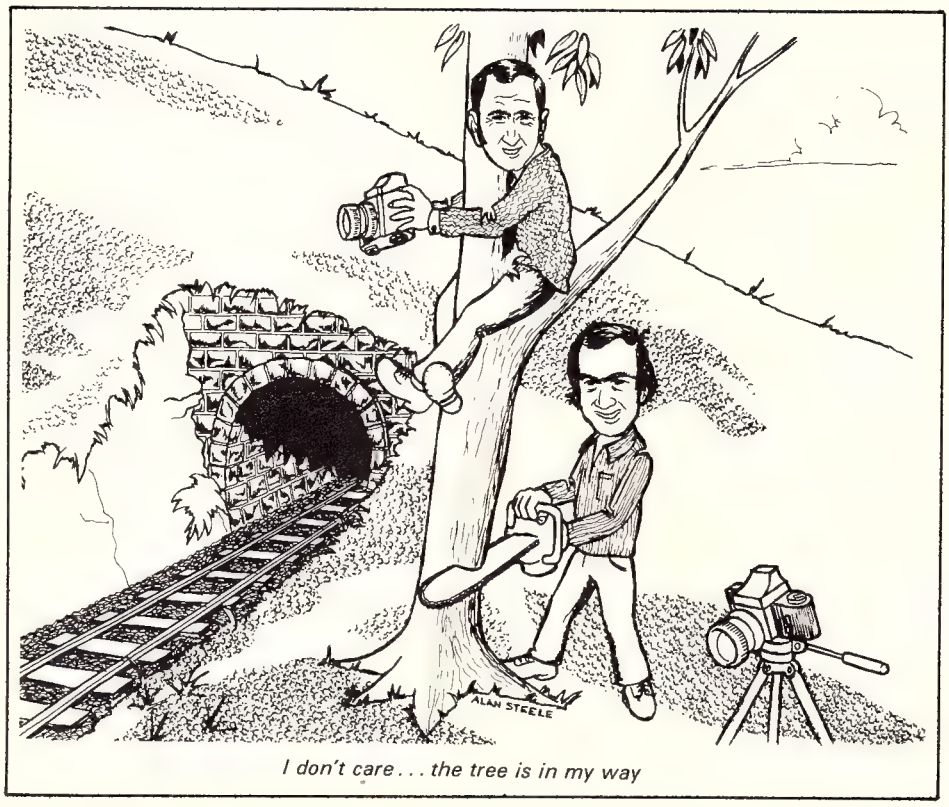
(2) Many of our members kitbash or scratchbuild locomotives and rolling stock.

(3) We conduct auctions at regular intervals throughout the year.

The members model mainly European, British and American but there is a growing awareness within the club toward Australian prototype. Many of our members are becoming increasingly involved in this area.

The club produces, a minimum of eight times per year, a magazine of club news, N scale and prototype interest.

Anyone desirious of further information re the club should contact our Registrar, Paul Tilden, PO Box 154, St Leonard, NSW 2065. Telephone Number (02) 412 2136.



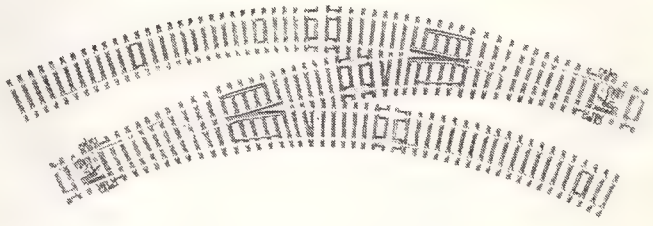
I don't care . . . the tree is in my way

Whisky Grain Wagon in 'N' scale. This private owner wagon is coloured bright yellow, having a white panel and black lettering.

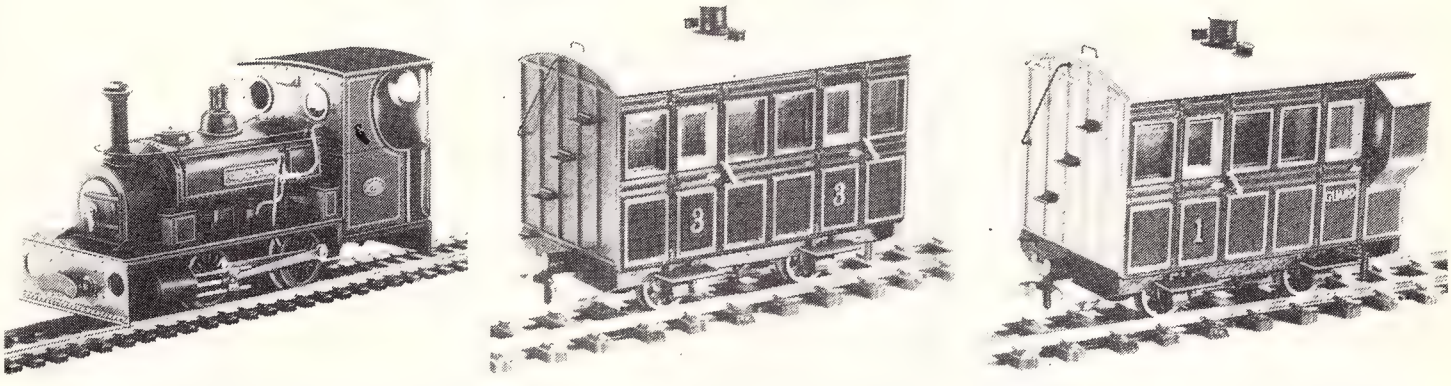
NEW MODELS

Each year manufacturers release new products, usually at a trade fair. Peco are among the many manufacturers who produce models for the enthusiast and they released their latest range of models at the London Toy and Hobby Fair at Earls Court, London. Illustrated below are just some of their new range. Peco are represented in Australia by Australian Model Craft of Albury.

Three Way medium radius point for the flexible trackage system, code 100 (Fine Series), 16.5 mm gauge. The length of the point allows the formation of three sidings in 9".



Double Curved Points in 16.5 mm gauge (Set Track). The use of a special short section allows a curved crossover to be formed between differing radii. The Peco set track series is made from nickel silver rail.



The Great Little Trains series is a group of models/kits to 7mm scale but running on 16.5mm gauge track. The loco is a Hunslet Saddletank body kit, all components being cast white metal and uses a commercial chassis. The coaches are moulded plastic kits, the sides pre-painted in two liveries (maroon and green) and each kit is supplied with a guards ducket (lookout) so that the coach can be converted to a brake end.

TEMPORARY STRUCTURES

When a model railway is proposed I am sure we all plan a vast array of scratch-built structures to complement hand laid track and hand built rolling stock. But if interest in the project is to be maintained some of every phase must be installed quickly. That is to say it must quickly acquire the look of a railway with some track, buildings, bridges, scenery and people. Then refinement, modification and replacement will provide the necessary continuing achievement.

For these reasons I required a quick, cheap, easy and realistic signalbox for the middle of South Grafton yard. An Airfix kit supplied most of the answers but was too wide, had a slate roof and looked too big for scale.

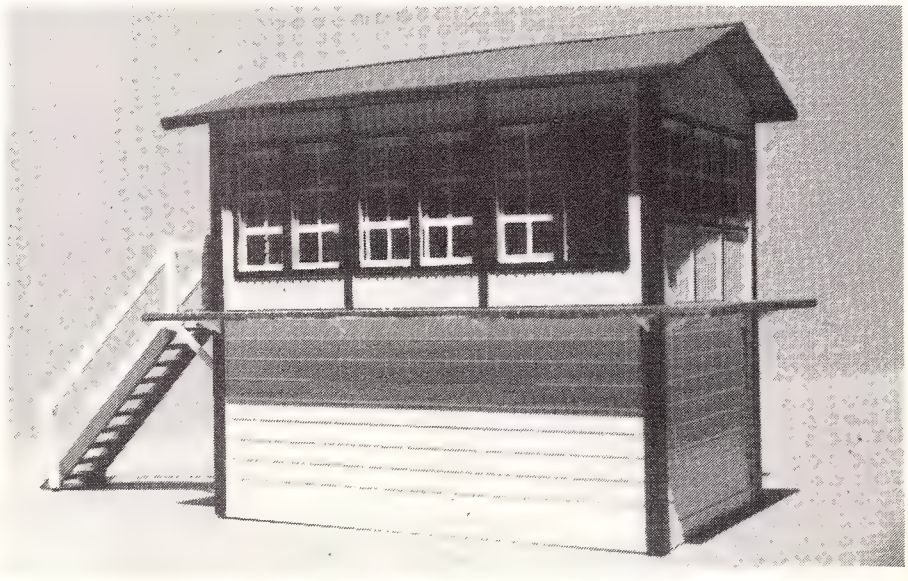
As an experiment, ends and floor were narrowed by the removal of one window panel or its equivalent to make the model three windows wide on assembly. This is not difficult with a square, razor saw and file. The tops of windows were filed square and clear glazing material cut to suit windows. I made window bars by painting sellotape on a strip of glass and cutting strips to suit when dry. Missed edges, as in the photo, can be touched up on the completed model by brush. Leaving bars off one window suggests it is open. I painted the reverse side at varying heights to simulate blinds.

The roof was discarded and replaced with a plasticard gable structure. Five minute epoxy holds automotive battery separators to simulate corrugated iron and paper is used for ridging, barge trim and guttering.

The temporary box will be finished with a coat of matt varnish and weathered after "Letterpress" signwriting of the name board.

The total cost — how much is an Airfix kit anyway?

Max Chaseling.



PRODUCT TESTING

"They're Good"

PHOTOGRAPHICALLY SPEAKING
CONDUCTED by Leon Oberg

Taking them a step at a time, the HP5 in fact exceeded my wildest dreams for a fast film and although normally a 400 asa product, it is possible to shoot extremely good clean pictures up to at least 1600 asa and at night with no other lighting but that available in yards.

In fact if one puts up with a little grain, it is possible to further up-rate the film to 3200 asa and above, making any picture taking situation well within the grasp of any enthusiast.

I have been using HP5 now since February last year in a multitude of lighting situations and varying assignments. (In fact I used no other film when shooting rugby league last season) I found that blow-ups of 10 x 8 from 35mm Nikon equipment perfectly clear in 99% of cases when shooting at the rated 400 asa. Even at 800 asa, a very acceptable grain-free result was possible. At 1600 asa one really has to be spot on with the exposure and chemistry to acquire the finest grain possible while at 3200 asa, grain is starting to show.

Comparing this to Ilford's former high speed film, HP4, I have never had satisfaction shooting at its nominated 400 asa when needing high speed, so usually pushed the well-known FP4 film anything up to 650 asa (with pleasant results).

Unlike HP4 however (and other high speed films on the market), the new HP5 holds its warmly toned, soft contrast better (when push-processed in Microphen), even at speeds up to 1600 asa where it is possible to obtain an ideal print. (Look at 4306 below, and it was shot under very extreme photographic lighting conditions!)

Some readers are going to ask why the rave over such high asa emulsion speeds. They will ask why and when would such speed be required. Well, railway photography can be likened with any high-speed sporting assignment actually, but with trains, it is usually necessary to have both the front and the rear of the subject in focus, thus the maximum requirement is depth of field. (In a nutshell we want the front buffer-beam and the brakevan and or background yard detail sharp in the one go). How many times do we find ourselves shooting under heavy cloud trying to pull up some speeding express. With standard 125 asa film, such an assignment in these conditions would find the camera set on 500th at f.4, which of course is not really good enough. Add to this the fact that lenses work better in their centre range (ie. if you have a telelens with aperatures ranging from f.28 to f.22 the centre stops are around f.8 — an area which thus will provide the optimum result). Simply load with 400 asa and our speeding express can be shot at 500th at f.8, which obviously will provide that extra depth of field in addition to giving access to the best part of the lens.

In addition, another factor is the ability to keep shooting in worsening light long after film speeds give up hope, and should you be processing normally 400 asa in Microphen, you can shoot even higher at a standard 650 asa.

In a nutshell, HP5 has given me confidence to shoot anything, anytime and anywhere!

A processing guide to HP5 accompanies this article.

Now turning to Kodak's latest reversal film, Ektachrome 200, this too is an eye-opener as its colours are richer than the film it replaced, the old E-4 process Ektachrome 160 asa. In addition, the new film boasts finer edge sharpness and when working it in dull light situations, stands up exceedingly well over the old product in that its excessive blueness is almost history.

A word of warning with Ektachrome 200: Double check all exposures, for as with fast films, the exposure can not be more than a fraction of a stop out. Even an exposure

Having no flash on hand and the rare sight of a 43-class on a south passenger train led to 'operation 1600 asa'. The HP5 film was shot at 2 seconds exposure at f.4 using a 35mm Nikon F2 Photomic and while also lacking a tripod (which would have made for better angle and exposure) the camera was simply placed on an adjacent rail face with the lens propped-up and stabilised with a convenient piece of ballast. The result actually amazed me considering the uneven lighting and operating conditions.

Here is one shot at the rated 400 asa showing the ACT branch of the Railway Historical Society's pride and joy, ex-NSWR 3102 with an excursion train at Queanbeyan. Grain is nil, detail is ultra-fine despite the dull lighting at the time. Again the picture is with the Nikon F2 through a 135 mm tele-lens (which accounts for the slight loss of depth of field toward the rear of the train, having been taken at 500th, f.10.

variation of plus or minus ½ a stop can be easily detected!

Unfortunately Ektachrome 200 in Australia is very expensive (unlike that sold in the United States) and of course, processing is an added extra, unlike Kodachrome. Why, I will never really know, however it leaves the way clear for the home processors to 'fiddle', and fiddle they will, for unlike the old E4's temperature latitude of around plus or minus 1½ deg., the E6 process is allowed only one half of a degree plus or minus. Unless you have an automatic processor — forget it! Besides, chemicals oxidise, crystalise and what have you, fairly rapidly.

Perhaps the answer to reasonable costs when using Ektachrome 200 is to purchase it in bulk, loading it in a feltless loading machine and seeking out a bulk deal with the host of labs which specialise in Ektachrome processing.

My experience though has found one badly damaged 30 metre bulk roll of '200', so be warned. I am still seeking compensation — replacement from my Sydney outlet. At first it was thought a number of rolls were damaged in Kodak's Sydney processor, but additional film processed in another lab has also found deep scratches on the upper side. The camera and loader were NOT at fault as accepted by the Kodak lab.

It would be interesting to know of similar problems with early E6 in Australia.

To sum up, and despite what I have just said, the Ektachrome 200 film is an excellent product, colour-wise and is very fine grained and certainly lends itself to the perfect colour re-production of railway pictures right around Australia, particularly in sunlight.

By the way, thanks for those readers who have already directed letters to this new column idea. Yes, we will endeavour to keep it lively and helpful to all rail enthusiasts who not only take prototype railway pictures, but model photographs as well. (In fact, some ideas could also rub off for better general photography techniques as well).

Next issue we will discuss ways of taking sharper pictures. The column will look at the problems of depth of field, camera pan and general focus as applied to railway pictures. Suitable illustrations have been specially taken and team with others in the hope that everything discussed will be that much clearer.

Until then, regards!

Microphen and HP5 Push Processing Guide . . .

ASA	Stock	1 + 1
650	6	9½
800	8	14
1600	10	17
3200	15	*
6400	22	*

*Not Recommended

Processing time in ID-11 at 400asa is 7 mins in stock solution.

WEATHERING HINT

When weathering silver paint, to de-glass and give a used appearance, add a small amount of gold paint (copper may do) into the silver paint. The amount of gold paint will decide the goldness (which can be passed as a form of rust). Do not stir too vigorously as this will give a more natural appearance of partial weathering/rusting.

F. Gray from SCMRA Booster.

CLUBS

Muswellbrook: NSW. A club has been formed in the Upper Hunter region and caters for HO and N scales and welcomes both beginners and veterans. Meetings are fortnightly and new members are welcome. The secretary is Donald Tye, Golden Fleece Service Station, South Muswellbrook, 2333. Ph (065) 43 2138.

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Build a V.R. 'R' Class in N Scale

Continued from page 26

pen for this. One other point to remember is that R706 had silver boiler bands instead of black as in the rest of the class.

The best glues I found to use were; 5-minute Epoxy Resin for the general construction, and MEK for the styrene to styrene joints. The cost of building this loco was around $85, but I value it now at $250.

The following steam locomotives I hope to build one day; C, J, N, S and X classes from the VR, and the 38 Class and Garratt of the NSWGR. I have no photos of these so if anyone can help me with colour slides I will be glad to pay for a copy.

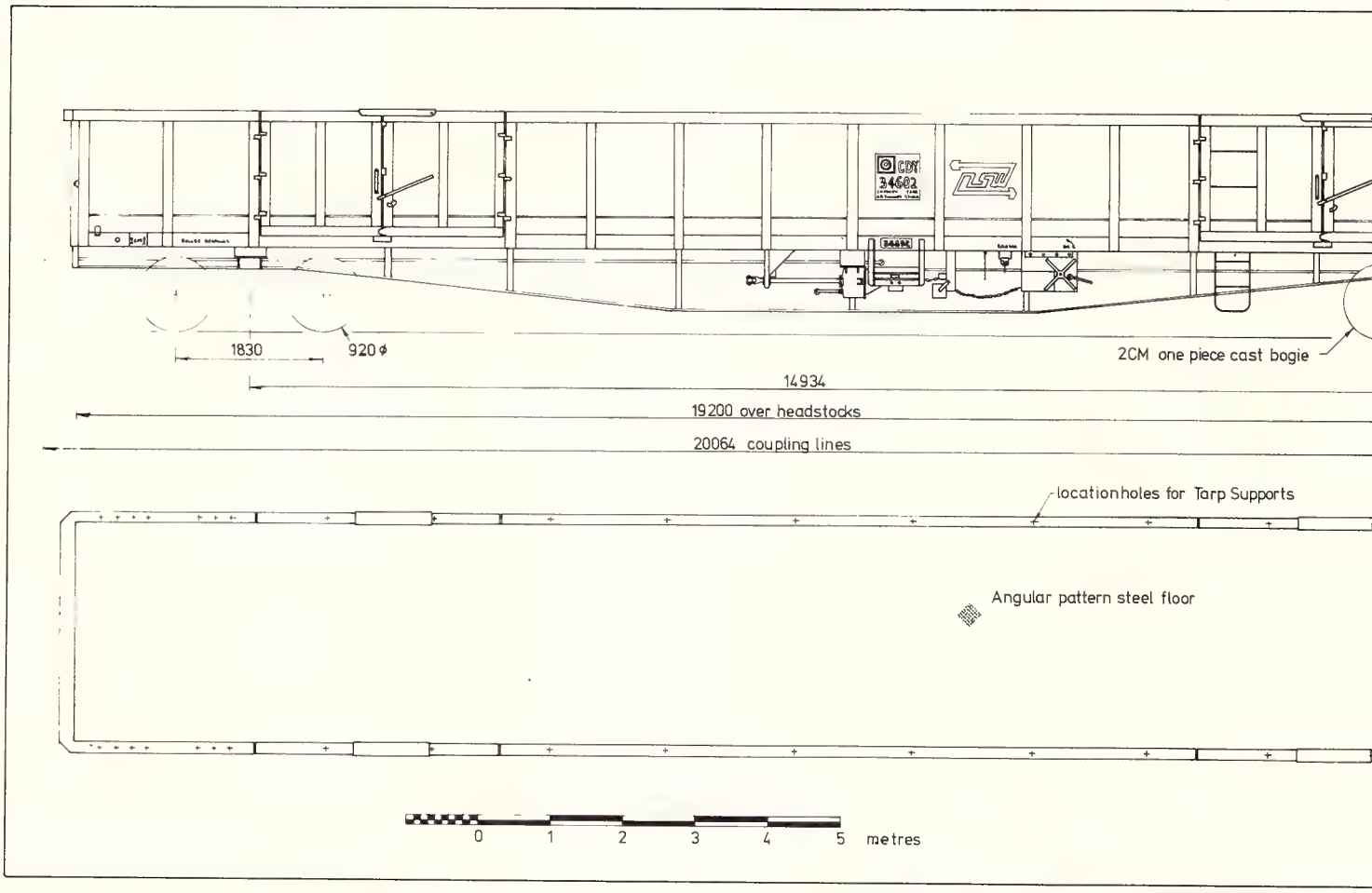
PROTOTYPE PLAN

NSWPTC "CDY" Bogie open wagon

As part of its modernisation programme, the Public Transport Commission of New South Wales ordered 200 bogie open wagons from Electric Power Transmission Pty Ltd, Marayong, New South Wales, during 1974. These 19.2 m (63'0") wagons conform to the design philosophy adopted by several Australian railway systems in recent years: a medium capacity wagon which is large enough to handle low density cargo up to the prescribed maximum tonnage. Such a wagon type is of value to a railway administration for it allows economic transportation of many 'high quality' items, traffic which the rail systems have been successful in obtaining, to some extent, over the past decade. The chief disadvantage of the large wagon is that less tonnage can be conveyed in a given train length, a problem which is accentuated when short crossing loops on single track lines are encountered. In the case of the CDY unit, a further disadvantage — a loss of about 2 tonnes in poasible capacity — occurs because of the use of 2CM type bogies.

Carrying road numbers 34601 — 34800, the all-steel CDY wagons were delivered to the NSWPTC between July 1975 and October 1976. An unusual aspect of their delivery was that they were hauled by road from Marayong to Seven Hills, at which point the bodies were lowered onto the bogies, and the necessary adjustments made. The reason for this procedure is that although the manufacturer is sited near the Blacktown-Marayong master goods siding, no rail access ia provided to the company's premises; the same delivery process is being adopted by Transfield Pty Ltd between their Seven Hills factory and the rail head in relation to the CTS class coal hoppers.

The CDY, with a nominal capacity of 48



tonnes and a gross rail mass of 76 tonnes, is designed for loading and unloading by mechanical means, wide doors and heavy duty floor providing ingress and egress for fork lift trucks. The vehicle is bufferless and is equipped with 2CM type 130 km/h one-piece bogies. Thus, where circumstances are favourable, the CDY can be operated at the current maximum line speed of 115 km/h.

Although the policy of the Public Transport Commission in recent years has been to adopt the blue colour scheme for its freight rolling stock, many examples can be quoted in which blue wagons have been repainted black. The CDY class, a group of cars originally confined to the modern livery, has not escaped this situation: those vehicles of this type which now carry the black colour scheme include 34652, 34755 and 34781.

The initial CDY vehicles were given the old PTC logo, the remainder of the class entering service with the Mk.2 insignia. No logo appears on those cars which have been repainted black.

Whether a large vehicle such as the CDY wagon will become commonplace remains to be seen; however, a foretaste of future trends in open wagon design can possibly be observed in a subsequent PTC order for rolling stock in this category. This new contract, also placed with Electric Power Transmission Pty Ltd, sought the construction of a smaller vehicle, the BDY, which is a hybrid design combining the high sides and large doors of the CDY unit with the corrugated form of the older BDL wagon and its derivatives.

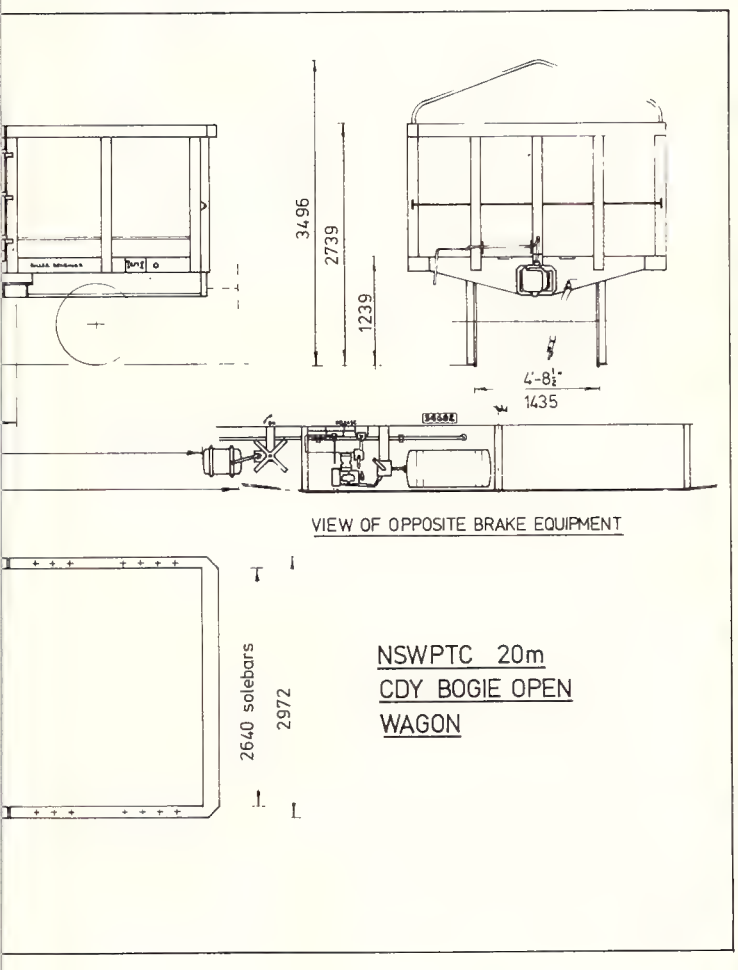
Text compiled by Paul Rogers

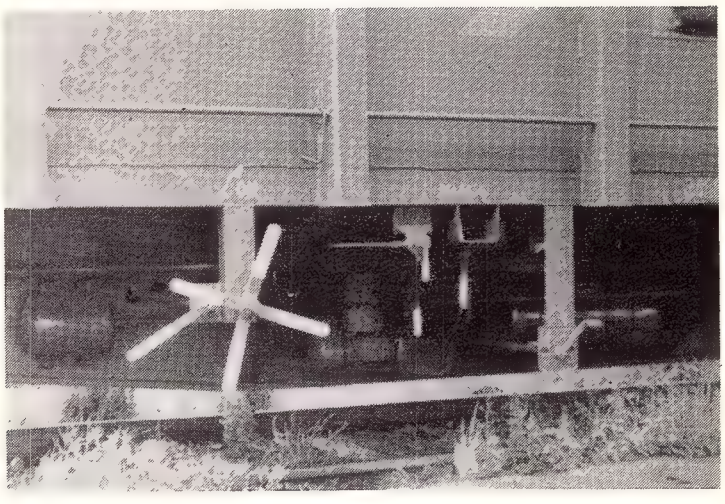
References:

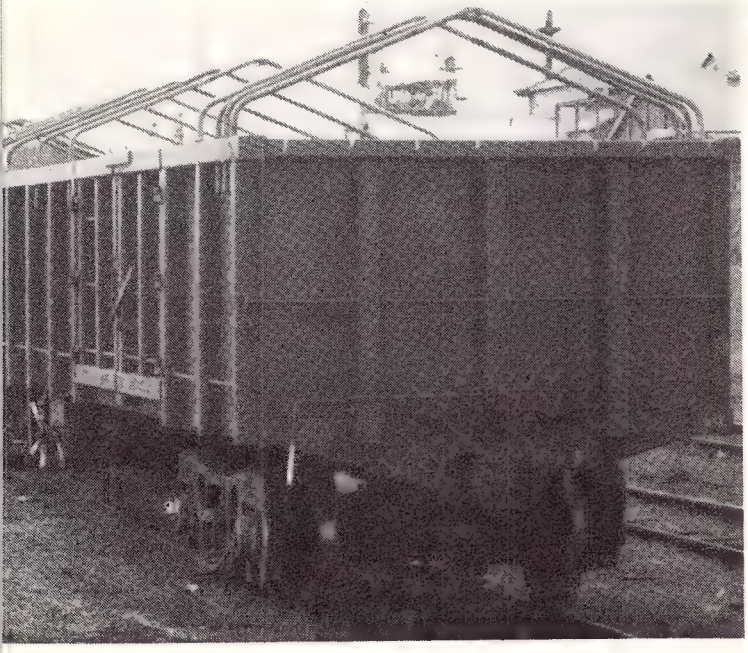
1. P. Rogers, 'Delivery Dates: CDY Bogie Open Wagons: 34601 — 34700', New South Wales Digest, Vol. 14, No. 5 (July 1976); p.111
2. P. Rogers, 'Delivery Dates: CDY Bogie Open Wagons: 34701 — 34800', New South Wales Digest, Vol. 15, No. 6 (June 1977); pp. 136-37
3. Bureau of Transport Economics, 'The 2CM Freight Wagon Bogie — An Appraisal', Australian Government Publishing Service, Canberra, 1976
4. P. Rogers, 'Notes on the Liveries of N.S.W. Freight Rolling Stock: 1973 — 1978' (unpublished)

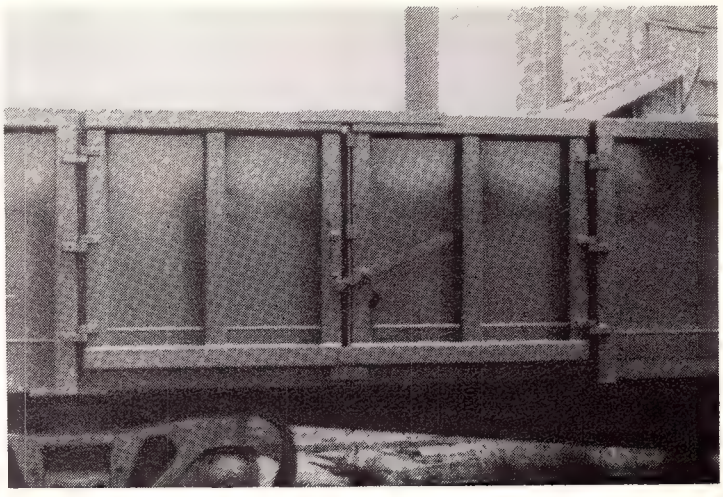
Acknowledgements:

1. Public Transport Commission of New South Wales
2. J.H. Forsyth
3. J.G. Beckhaus









The CDY photos, supplied by Bob Gallagher, show unit 34721 with the tarpaulin supports in situ.

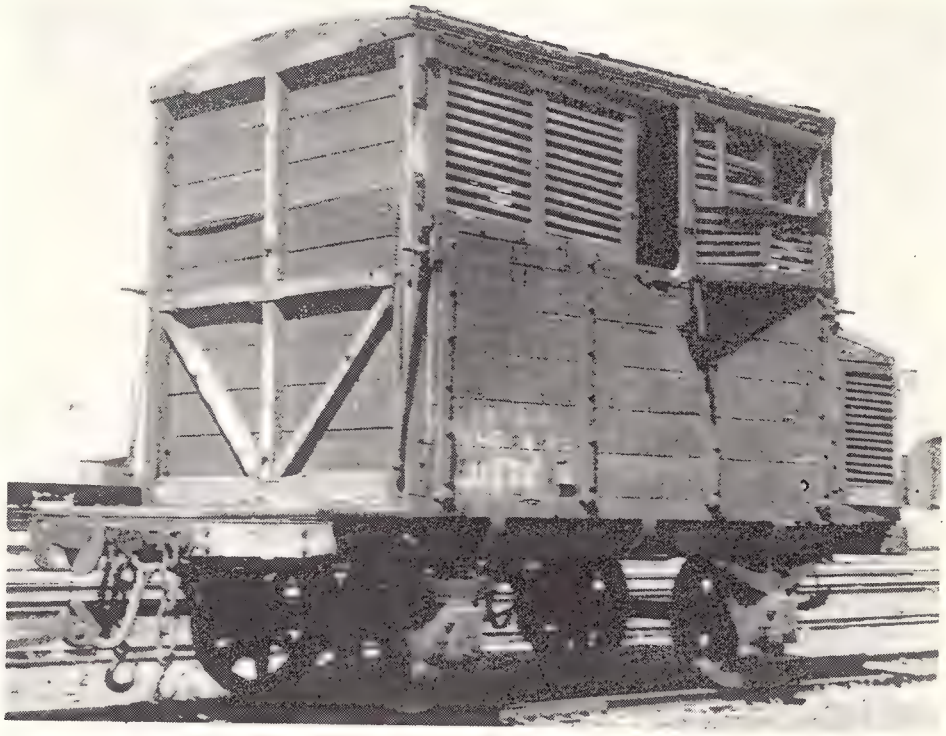
FOUR WHEEL HORSE BOXES OF THE S.A.R.

Text and Research by Phil Curnow.

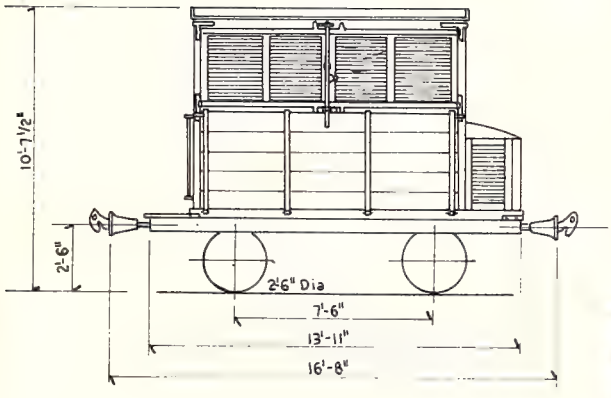
Plans by Ross Hurley.

THE NARROW GAUGE J CLASS

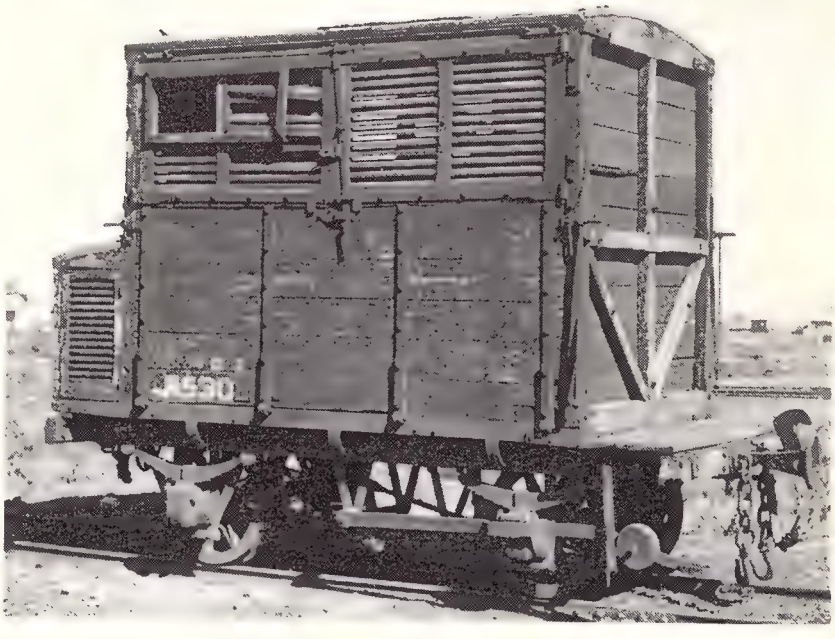
The J class carried two horses and did not have a groom's compartment. The photos of J1530 are the only ones I have seen so you will have to make an educated guess what the other end looks like. Both the photos and the SAR side only line diagram show that the small equipment box had a curved lid. The iron chassis for these waggons were imported from England with the bodies built locally. J1530 was issued in December 1881 with a body by the Adelaide Locomotive Works and was condemned around 1955. Many of the J class were converted into OJ class, however the last in service was J526 which was condemned in March 1957 having been built in August 1878. The vehicle width is not printed on the plan and so there's another educated guess for you.

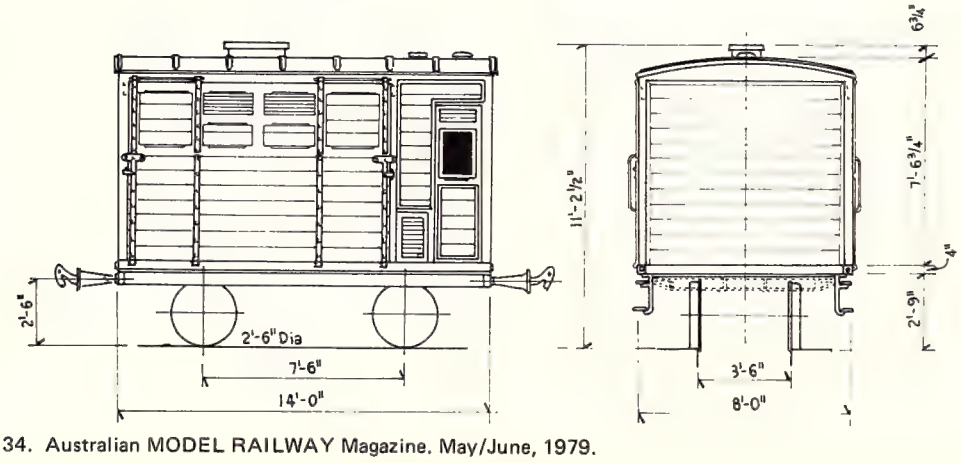


These photos above and below show the two sides of J1530 and were taken by Doug Colquhoun and David Parsons at Port Pirie in December 1953 and January 1954.



CLASS "J" HORSE BOX
3-6 GAUGE
2 HORSES





CLASS "OJ" HORSE BOX
3-6 GAUGE
3 HORSES & 4 GROOMS

THE NARROW GAUGE OJ CLASS

Although many of this class were the result of conversions from J class there were some built new on imported underframes with locally produced bodies, being 14 ft long by 8'-0" wide, and carrying three horses and four grooms.

A comparison of details, and noting the dates of the 1889 narrow gauge OJ and 1884 broad gauge FH workshop drawings show that the OJ was a modified FH; the differences being six inches taken out of the grooms' compartment, and being assembled onto an iron underframe instead of wood as in the case of the FH. Incidentally, the drawings were interesting in themselves, besides the oil stains and the fact that they had been folded for so long they could not be completely flattened out. Being originals they were hand tinted: brown for wood, blue for spring steel, grey for iron etc., and the detailing and modification notes were in red, black and blue.

The listing of horsebox numbers in the introduction to this series (AMRM May/June 1978) shows OJ1496 and OJ1269 amongst those allocated to the South East narrow gauge system. Both were condemned in 1952 which is the year of the photo. Note the different styles of airvents and the fabric covered roofs without straps. OJ1496 was issued to traffic in December 1886 with a body by Jarvis of Hindmarsh being one of an order for six, so it had a life of 68 years.

OJ3058 was the last in service being condemned at Peterborough on 27/1/1967. A dogbox was provided under the groom's seat. These narrow gauge vans did not have internal lights.

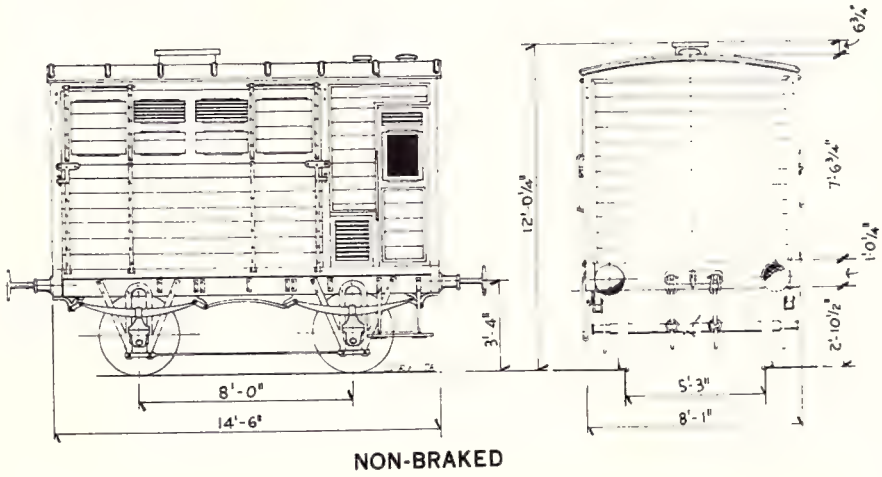
Dimensions of the OJ are:

length overall excluding fittings	14'-0"
width overall excluding fittings	8'-0"
height overall to top of vent in horse compartment	11'-2½"
interior height	7'-5.7/8"
height from underframe to top of roof	7'-10¾"
height above roofline to top of vent	6¾"
wheel base	7'-6"

The reduction in length by six inches from the broad gauge FH was accomplished by reducing the groom's door by one inch, and his seat by five.

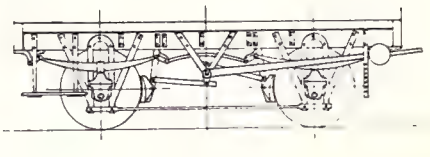
Doug Dolquhoun photographed these two OJ bodies at Islington in 1952.

OJ 3058 on the narrow gauge at Naracoorte in the early 1950s. Photo by Ron Stewien.



NON-BRAKED

CLASS "FH" HORSE BOX
5-3 GAUGE



BRAKED

In the early 1930s a stock train came to grief near Belair and as a result we can view the roof of the FH class horsebox. The end view shows buffers, screw link couplers and the raised brake pipe which was sometimes known as gooseneck. On the roof is the ventilator for the horse compartment and the exhaust flue for the gas lighting in the groom's compartment. In between are two circular objects which appear to be part of the exhaust flue and must have shaken free in the derailment. Apparently the cattle in the damaged van alongside are still alive.

Photo by V. Heidenreich

THE BROAD GAUGE FH CLASS

Although 22 of this class were built or converted only 19 remained in 1915 and all had been condemned by 1935. I have been unable to locate any clear photos of an FH although there are several showing them in the consist of trains.

The accompanying photo of Adelaide Station in the pre- 1920 era (the arched platform was demolished around 1926) is from a glass plate negative in the Mile End Railway Museum Archives. At first glance it shows an S class 4-4-0 and coaches, however closer inspection reveals an FH in the platform track next to the F class 4-6-2 tank while in the distance is an R class 4-6-0 hauling what appears to be a VR TT class wagon (refer AMRM Jan/Feb 1968 for a plan — Econ produced a kit of one of these vans) two open waggons and end cupola brake van. Enlarging the photo until the grain appears like a closeup of ballast shows that the FH had six straps across the roof, a square roof vent and an end similar to the OJ class. Couplings used about that time were draw hook and screw link with side buffers.

There are references in the 1917 Working Timetable to horseboxes being fitted with 'swan necked brake pipes' which were similar to the British pattern. A blurred photo in the Kingsborough collection at the S.A. Archives shows that the FH were also fitted with side brake levers and staff were instructed not to stand on them during shunting. I have enclosed a photo of another wooden underframe which would be similar to that fitted to the FH.

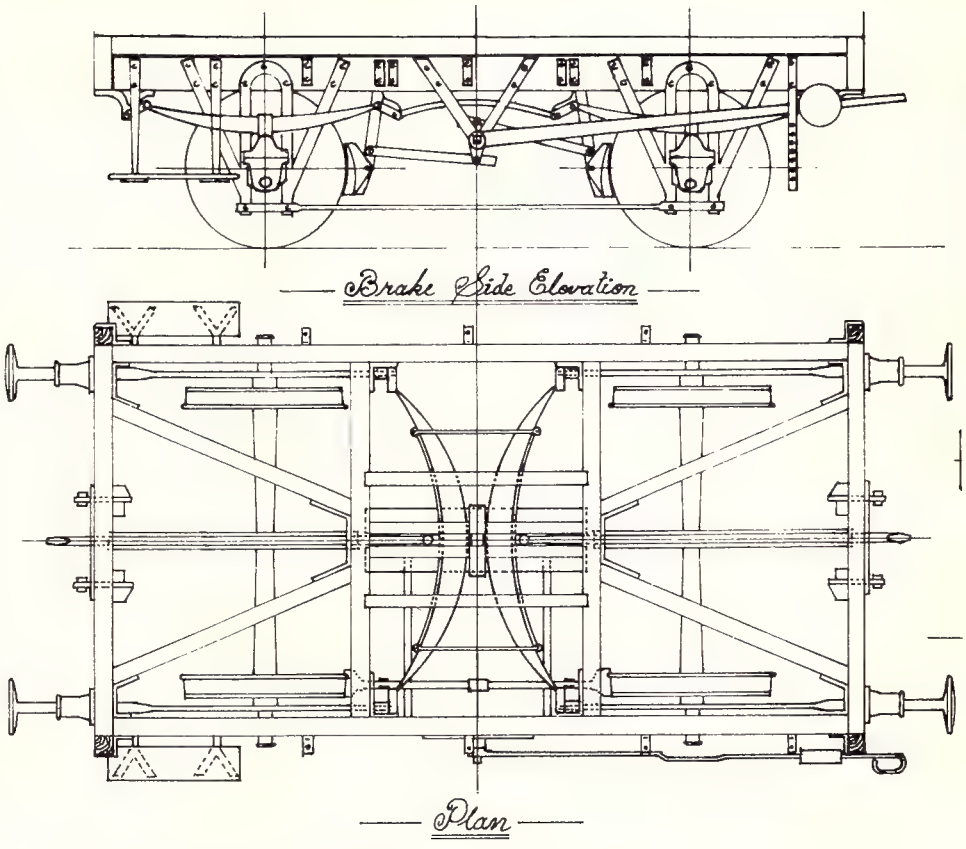
Dimensions of the FH have been gleaned from the soiled shop drawings:

length overall of the body excluding fittings	14'-6"
width overall of the body excluding fittings	8'-1"
height overall from rail to top of lamp receptacle in groom's compartment	12'-6"

(though the drawing carries a note that the tall lamp receptacle was altered to the narrow gauge style in 22/4/?, which put the overall height of these vehicles at 12'-0¼")

height from bottom of underframe to top of roof	8'-7"
height above roof line of original light receptacle	1'-0.5/8"
interior height at centreline of vehicle	7'-5.7/8"
wheel base	8'-0"

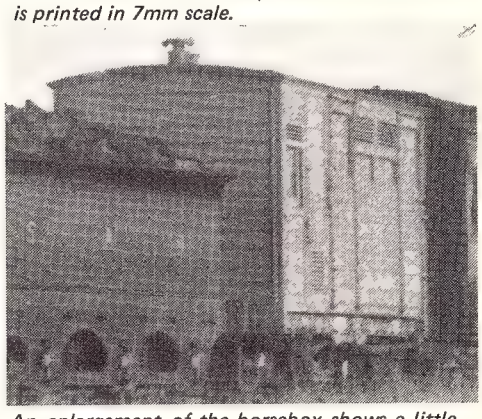
The drawing shows the revised (narrow gauge style) lamp receptacle. The apparent discrepancy of one inch between the narrow gauge OJ and the FH was not explained in the shop drawings. The end elevations are identical in every respect so it appears that the hinge straps may have been included in the width of the FH.



All below solebar detail has been included in the FH drawing because it was available, and a separate drawing has been done of the underframe arrangement because, whilst not unique, is certainly interesting with its buffer shock absorbing transverse leaf springs in the centre of the vehicle. Note also the buffer faces which are convex on one side and concave on the other, and the passenger coach style swing link springs on five foot centres, which indicates that they were expressly designed for the higher speeds of passenger train running. It is not known whether this sort of underframe arrangement existed on the narrow gauge OJ class. Looking at the undercart, reminiscent of an old-fashioned perambulator, one can't help wondering what the gait of these vehicles looked like when running at speed.

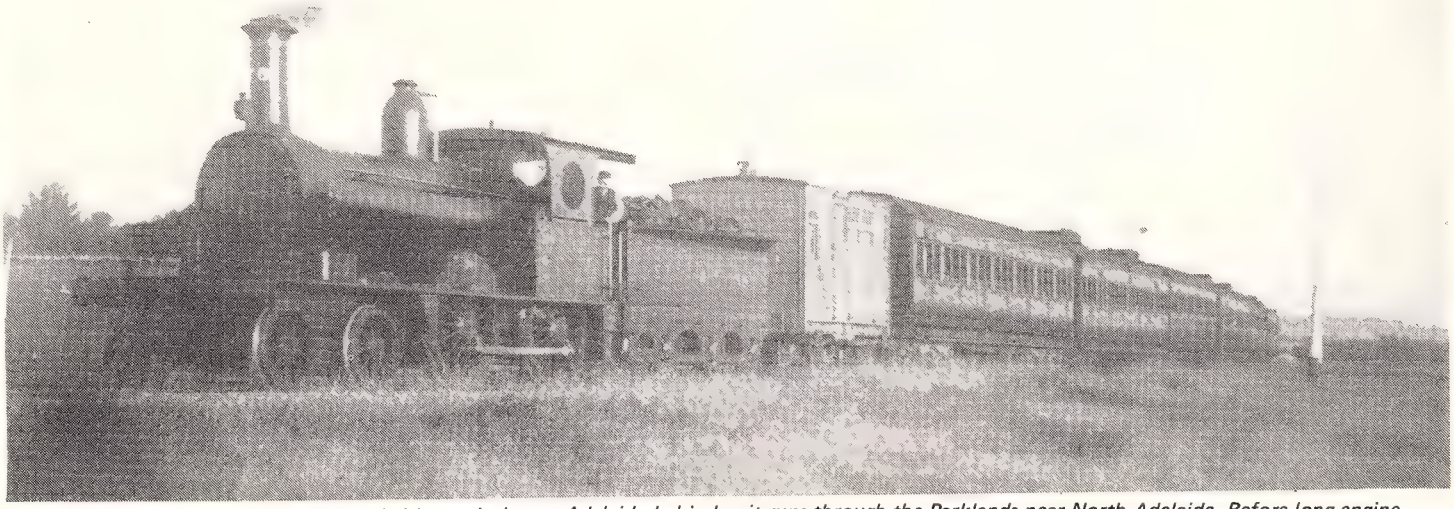
Numbering of the early rolling stock built for the SAR was sequential although groups of numbers were used to denote the division the waggon was built for. All of the FH were built for the Adelaide Division however the numbers give a rough idea of the pace of construction of coaching stock.

The detailed underframe plan of the 'FH' unit is printed in 7mm scale.

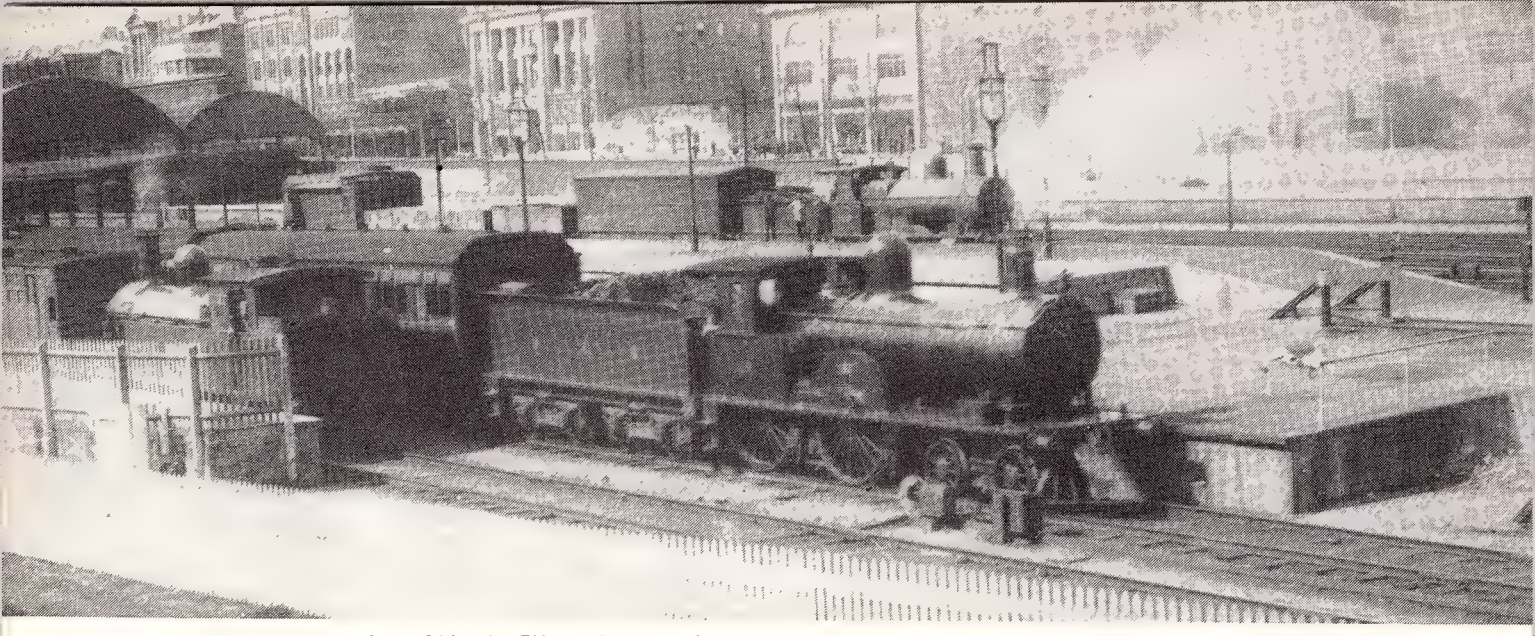


An enlargement of the horsebox shows a little more clearly the brake lever, metal fittings bolted to the wooden chassis and also the lettering SAR painted on the side of the vehicle.

Photo from the Williams collection



On September 15 of 1908 a North Line train leaves Adelaide behind as it runs through the Parklands near North Adelaide. Before long engine Q76 and its train of coaches will be bounding down the line at nearly 60 miles per hour. Wonder how the horses survive in the eight-foot wheelbase horsebox at that speed.



Adelaide Station Area before 1920. The FH is behind the F class tank on the extreme left. The arched station roof was removed about 1926. Photo from the Mile End Railway Museum Archives.

Serial No.	Issued	Where Built	Condemned
First 182	1863-65	Adelaide Loco Works	13-10-1902
Second 182	30-1-1905	Islington Workshops	1- 9-1928
350	4-7-1902	Islington Workshops	3-1934
First 351	1860-65	Adelaide Loco Works	13-10-1902
Second 351	30-1-1905	Islington Workshops	3-1934
First 352	1860-65	Adelaide Loco Works	1897-98
Second 352	9-11-1911	Islington Workshops	3-1934
353	4-7-1902	Islington Workshops	-1927
1122	5-1882	Adelaide Loco Works	3-1934
1123	5-1882	Adelaide Loco Works	31- 1-1933
1124	5-1882	Adelaide Loco Works	3-1934
1125	5-1882	Adelaide Loco Works	3-1934
1126	9-6-1882	Adelaide Loco Works	-1928
1127	9-6-1882	Adelaide Loco Works	3-1934
1676	7-9-1885	Adelaide Loco Works	3-1934
1677	7-9-1885	Adelaide Loco Works	-1928
1678	7-9-1885	Adelaide Loco Works	3-1934
1679	7-9-1885	Adelaide Loco Works	3-1934
1712	7-12-1889	Adelaide Loco Works	3-1934
1713	7-12-1889	Adelaide Loco Works	-1929
1714	7-12-1889	Adelaide Loco Works	-1923
1715	7-12-1889	Adelaide Loco Works	-1928

A combination of age, wooden underframes and coupler conversion brought about the class withdrawal in 1934. No accurate colour code exists for the rolling stock of this era except that passenger vehicles were painted red and rolling stock grey. Hans Heysen's painting of Adelaide Station in 1906 has a mixture of grey and red four wheelers so I guess that it is a safe bet that the FH were red. A dog box was provided under the groom's seat for transporting the occasional hound.

EXHIBITIONS

BLACKTOWN — NSW. June 16, 17, 18 at St Patricks Hall, Patrick Street, Blacktown, NSW. Open Sat 0900-1800, Sun 1000-1800, Mon 0900-1700. Admission 80¢/40c. Organised by the Prospect Model Railway Club.

STRATHFIELD — NSW. June 16, 17, 18 at Strathfield North Public School, Corner Concord Rd and Correys Ave, Nth Strathfield. Open Sat 1000-1900, Sun 1000-1800, Mon 1000-1700. Admission 70¢/30¢. Organised by the Sydney N Gauge Model Railway Club.

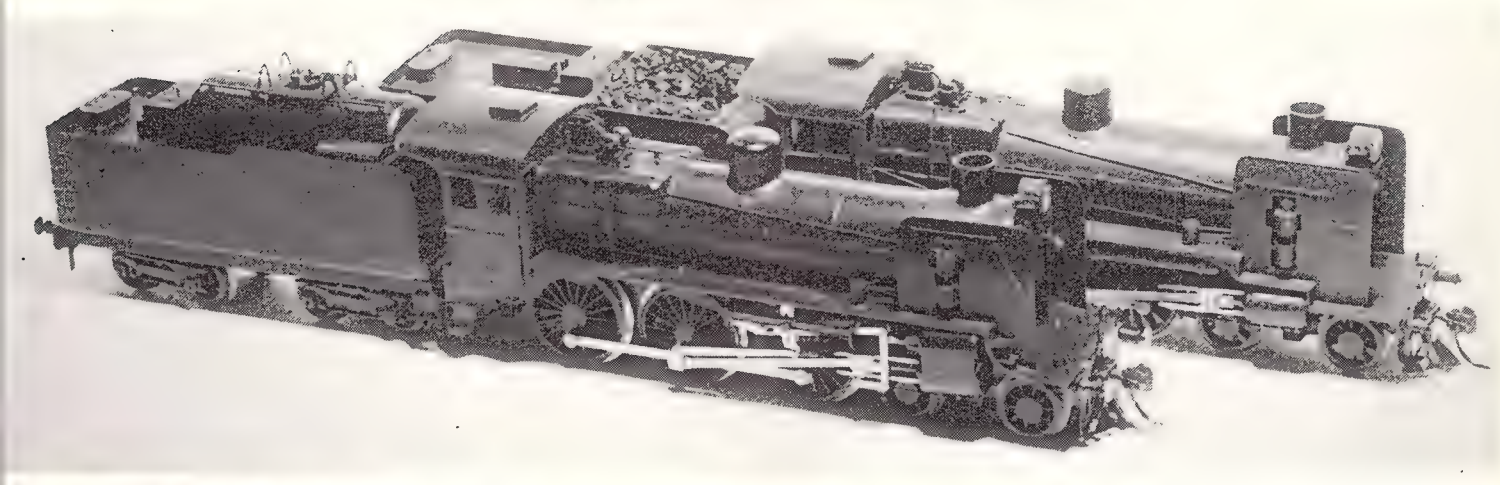
CANBERRA — ACT. August 4, 5 at Phillip College, Woden Valley. Open Sat 1000-1700, Sun 1000-1700. Admission $1.20 and 40¢. Organised by the Canberra Model Railway Club.

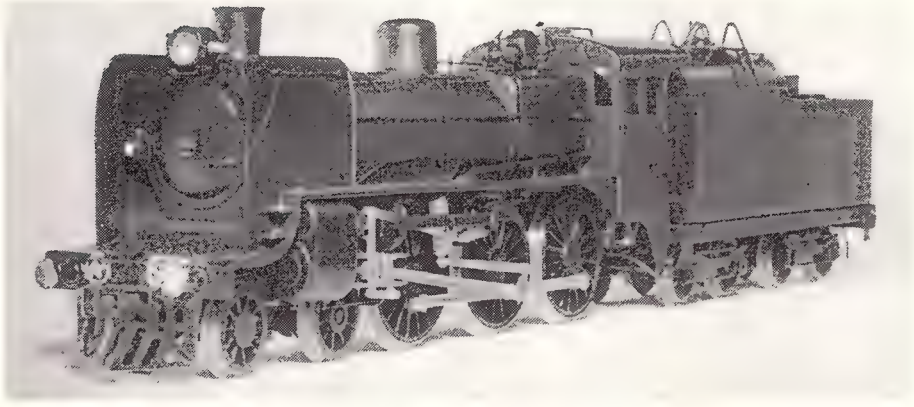
CANBERRA — ACT. August 4, 5 at Malkara School, Wisdom St, Garran. Organised by the Malkara Exhibition Committee.

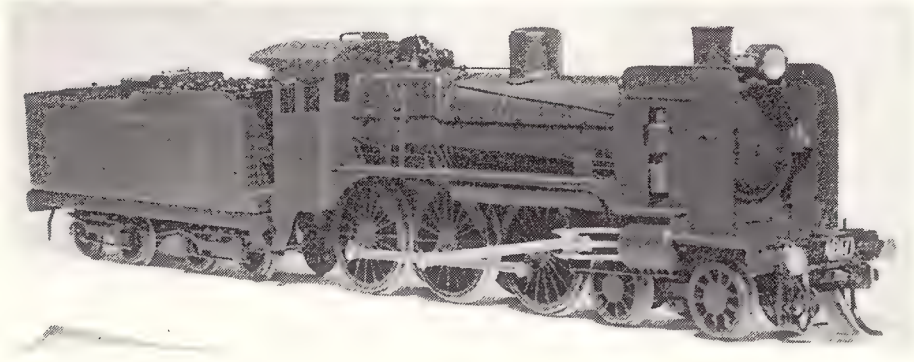
ST MARYS — NSW. August 25, 26 at the Memorial Hall, Mamre Road, St Marys. Open Sat 0900-2030, Sun 0900-1700. Admission 80¢/40¢. Organised by the Australian Model Railway Society, Nepean Sub-Branch.

Two wooden underframe vehicles with chassis similar to that which was fitted to the FH. 'Mil Cap 8W' is a coding used for military purposes in World War 1.

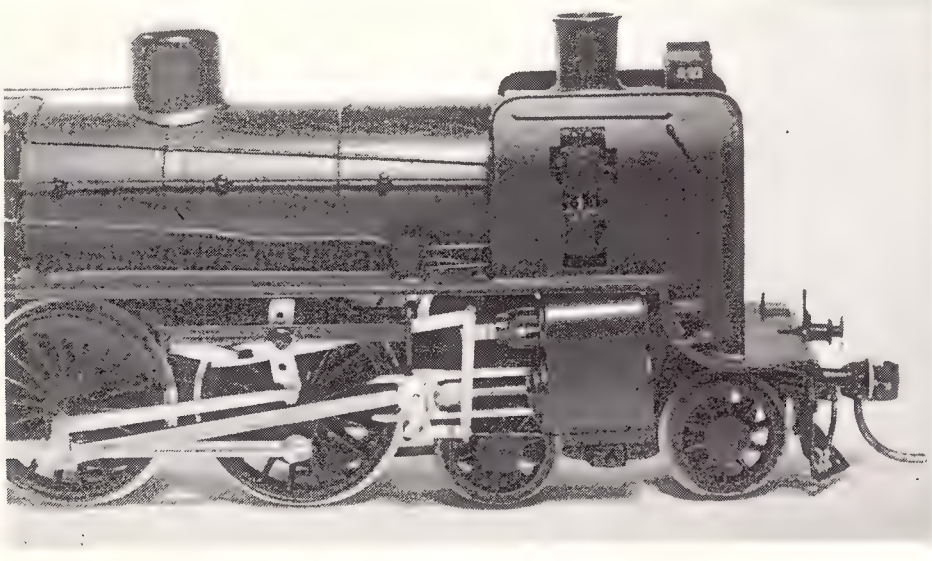
1979 MELBOURNE EXHIBITION







Running on the Victorian Model Railway Society layout . . . Malmsbury . . . was two fine models of the V.R. A2 class. One a coal fired, version and the other an oil fired unit with Walscharts valve gear. Both models were built by Ken Fishley in HO scale and the above three photographs illustrate the quality of Ken's workmanship. Photos by Jack Parker.



A closer look at the valve gear on A2. Photo by Jack Parker.

The 1979 Model Railway Exhibition, organised by the Victorian Branch of the Australian Model Railway Association was once again held at the Camberwell Civic Centre in Melbourne during the Moomba Festival (early March). The overall display was well balanced with most factions of the hobby being represented with layouts of good quality. Some layouts were backing up from other displays but at least one was new, and most refreshing at that. O scale was represented by Norm Read and Col Sheperd's NSWGR system. N scale was well presented by Dumbarton (a British setting), The J. H. & M. Rail Road and the NONSUCH Railway exhibited by Rex Little and Bill Bates. All three showed an interesting array of rolling stock and movements, especially NONSUCH which at one stage appeared to have driven its operator insane, but all was OK in the end. The popularity of N scale is indicated by the size and number of the layouts.

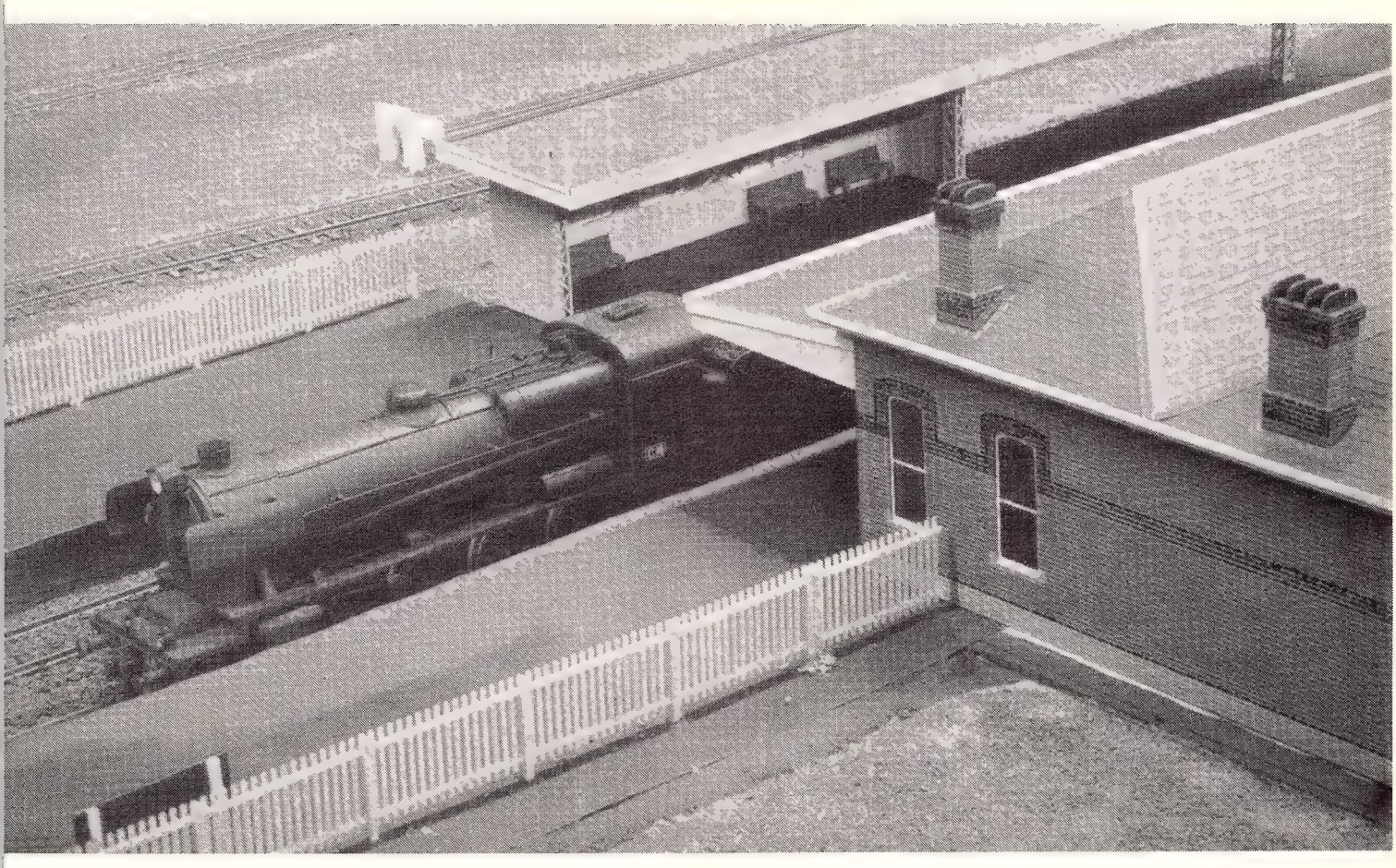
One of the most encouraging aspects of the 1979 exhibition was the number of VR (HO scale) layouts on display. The Victorian Model Railway Society had Malmsbury on display which featured some fine rolling stock built by Philip Dunn and a couple of A2 locomotives built by Ken Fishley as well as the period vehicles modelled by Frank Kelly. A feature of this layout is the 'Blue Train' being a streamlined 'S' (steam) loco and the Spirit of Progress, all models made by Bob Dunn. Malmsbury is a VR station on the Bendigo line and the bluestone station buildings feature in the area.

The Melbourne Model Railway Society displayed an Automatic layout, in that the automatic relays were on display. The layout featured a country scene with passing loops. The feature of this layout was the operating sommersult signals, that had to be seen to be believed. A beautiful piece of craftsmanship.

The Melbourne, Mt Alexander and Murray River Railway is the correct title for a fine HO scale layout based on Woodend, which is 78 km north of Melbourne on the Bendigo line. This layout was new to exhibitions and different in basic presentation, in that it did not have a regular shape (must have been a headache to transport). The edging of the layout, both outside and around the operating well was line with polished timber veneer and the baseboard curtain was set back six inches under the layout and, being black, seemed to 'lift' the layout. The finish on Woodend was very good with everything becing correctly sited into the scenery, although the layout was devoid of any life (humans/animals) which was disappointing. The structures were scratchbuilt, the track Shinohara code 70 and the (non working) signals reworked Ratio. The locomotives and rolling stock was to a very high standard and it was pleasant to observe rolling stock belonging to members of the Victorian Model Railway Society on Woodend, especially when on considers that VMRS has Malmsbury on display. Woodend, as displayed in March 1979, was the first view of what should be a very good layout, maybe one of the best layouts (exhibition) in Australia. It had only been five months in the making and as detail is added it

Quality is the word when describing the Melbourne, Mt Alexander and Murray River Railway. The above photo shows the ever present VR 'R' class double heading a string of GY wagons, the latter all scratchbuilt by Graham Brown, who also built all the structures at Woodend. Note the other 'R' class on the turntable. Photo by Jack Parker.

A V.R. 'R' class heads a consist of mixed goods vehicles through Woodend. The 'Derm' railmotor in the background awaits its duty. Note that all goods rollingstock have brake levers. Photo by Jack Parker.



Just to show that the 'R' class is not the only locomotive in use in Victoria, C18 (a 'C' class) pauses at Woodend. Jack Parker Photograph.

can only improve. It won the Best Layout of the Show Award.

One other aspect of the Victorian Railway models was the extremely high standard of the models. All concerned can be proud of their craftsmanship.

The Victorian Branch of the Southern Cross Model Railway Association displayed a shelf railway, showing the various aspects that can be achieved with this system. A number of other displays showed various methods of modelling including rolling stock and trackwork. The EM Gauge Society also showed some techniques in scale modelling.

Melbourne is reputed for the number of 'good' model shops and the exhibition certainly gave the public a good sample. All commercials had obviously put much time and effort into their displays and this must have some reflection on the public who may be seeing the model railway hobby for the first time, and a good impression could lure another to model railways. Among those represented included Hobbycraft, Arcade Signal Box, The Engine Shed, Australian Model Craft, Bill Webb, Joyca Hobbies and NK Hobbies.

In all it was an interesting exhibition with the large number and high quality of Victorian Railway models certainly being the highlight.

Bob Gallagher.

NEW PRODUCTS

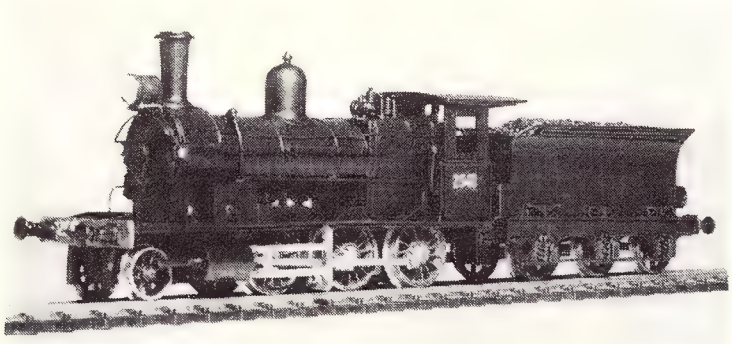
Two new products have been recently released on the Australian market which could be a help to any modeller.

The photograph to the left illustrates the new STANLEY pocket knife. It has a stainless steel replaceable blade of two varieties; utility and sheepfoot. The blade can be folded away when not in use.

The photograph above illustrates the Paasche air brush released on the Australian market by Tricentrol Manufacturing Pty Ltd.

MODIFICATIONS TO THE Z25

by Howard Smith

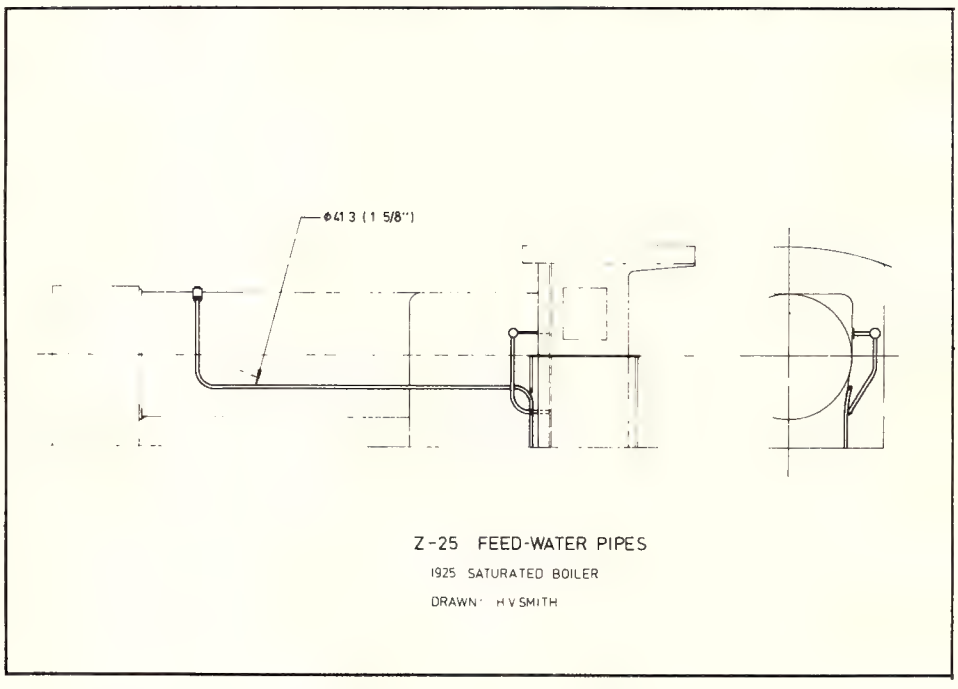


It came to my notice when searching through photos of the Z25, that the feedwater pipes on FSM's Z25 were shown incorrectly. I checked the Data Sheet for the Z25 (Belpaire boiler) and found it too had the same error. To resolve the matter, I decided that the P.T.C. Archives would be the best place in which to look. I subsequently found among the Z25 drawings a sheet showing the correct position of the steam pipe which runs from the firebox to the injector.

From the sketches made I prepared a drawing of the pipework. The model was then prepared by first carefully paring off the cast-on pipework and the boiler bands with a craft knife (removing the bands simplifies filing the boiler smooth). Next fill any holes and pitting with Panel Metal. When the epoxy has cured file smooth.

New boiler bands are now cut from 0.13 mm (0.005 in.) x 0.5 mm brass sheet and glued or soldered in place (low melting point solder) The new pipework is now made from 0.51 mm (0.020 in.) brass wire. The ends of the clack valves are drilled out to fit over the ends of the new pipes to make a firm joint. The steam pipe to the injectors is made from one piece of wire that goes right through the firebox. It is bent at right angles on either side of the firebox by filing halfway through with a triangular file. Strengthen the bends with a small dob of solder before any further shaping. The wire is then curved back and fitted through holes drilled through the spectacle plate. Again, solder or glue may be used to fix this wire in position. I save the two small round castings from the original pipework and fitted them over the right angle bends.

Next I added the air-line to the brake compressor using 0.33 mm (0.013 in.) wire, its position being determined from photographs. Finally, the electrical conduits running from turbo-generator to headlight and marker lights was added using a single strand of copper from a three-core 240 V flex.



The following is a list of publications containing photographs of the Z25:

'Focus on Steam, 'Steam Safari' — Zig Zag Press.

'Memories of Steam, 'Steam Album, Second Division', 'Steam Album, Third Division', 'Swansong of Steam' — N.S.W. R.T.M.

'Along the Line in N.S.W. Book 2' — Traction Publications.

'Locomotives of Australia', by Leon Oberg — Reed.

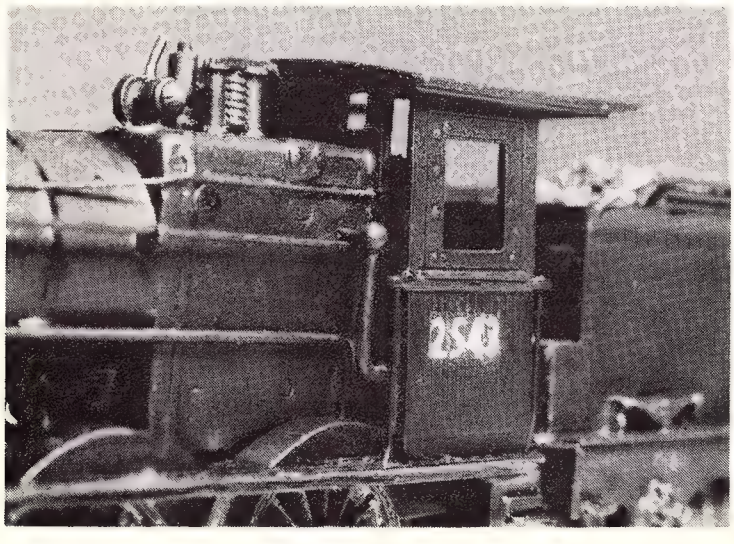
'A Century Plus of Locomotives' — A.R.H.S.

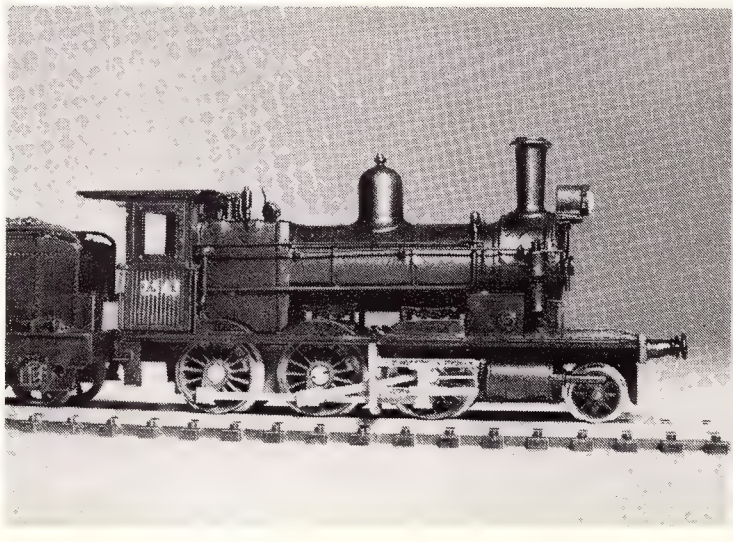
'Round House' Magazine, Oct. 1974, Vol. XII, No. 3 — N.S.W. R.T.M.

Acknowledgement

Mr. John Forsyth of P.T.C. of N.S.W. Archives, for his assistance. The drawing giving most detail was No. 25311 dated 1925.

NOTE: The Z25 FSM kit that is the basis for this article was the first run of the kit. The latest redesigned unit does not have the feedwater pipe error. (Ed.)





MAILBAG

Sir,
I have recently begun modelling SAR broad gauge in HO on EM track. My main interest is in scratch building and I find that there are several products that would be rather useful but I do not know whether they exist or if they are available in Australia.

1) Plasticard less than 10 thou, eg 5 thou, for use in strapping and other thin features on plasticard models.

The rest do all exist in some form in the UK and were reviewed in Model Railway Constructor.

2) Jan 1975. An etched sheet of valve gear parts to suit certain loco classes, ie valve gear only kits.

3) July 1975. A gearbox to suit a variety of common motors and ⅛" axles with various gear ratios.

4) Feb 1975. A plastic chassis kit which can have the axle centres for six coupled locos in spacings from 6' to 8' in steps of 3".

Perhaps one of the kit producing companies could investigate the last three items fully and make versions suitable for Australian modellers. The chassis kit could be made for eight coupled locos and by having adjustable frame spacing and spacers to suit it could be suitable for frames for all the common gauges in Australia as a single kit. The valve gear and coupling rod kit could be made either as a kit for a single class of loco or could be made as sets of etchings to suit a large range of possible prototypes. This will at least reduce the number of parts that a scratchbuilder has to make. The gearbox could be made to suit the chassis kit and also be made to suit several common types of motors and several different brands of axles (if these vary in size, by the use of bashings). If a kit manufacturer produced these parts they could also be used as parts in their complete kits, thus reducing the cost of these slightly, as well as being sold as separate units. These things would so reduce the amount of work in scratchbuilding that I feel sure that there would be more scratchbuilt locos made. The making of these parts is very difficult for those of us who do not have machine tools, but probably relatively simple with those tools. (This makes another point, would the authors of articles on construction please refrain from the expression "Now turn" as this is not possible without a lathe and I think that there would be many modellers who do not have access to a lathe.) If well planned these parts may have very wide application to a large number of modellers here and overseas.

If a manufacturer is interested then I would be glad to offer some assistance in design of the parts.

I am trying to offer suggestions for useful products from the trade and I hope that readers see the constructive side of what I say.

T. L. J. Ferris,
111 Springbank Road,
Clapham, 5062.

Sir,
There has always been the request for assistance to aid the staff of the AMRM and to contribute articles. However, I see a way in which almost all the readers may help and not even have to put pen to paper.

If your local model railway stockist does not advertise in the magazine, then your services are needed. The next time you visit the shop take your latest AMRM and show him the benefits of supporting Australia's only model railway magazine. He will no doubt see the boost in sales and the screen of his advert' go nationwide. Not only will he be advantaged but the hobby in general and the continued existence of the magazine and encourage his support. This method can also apply whilst travelling on holidays where a sojourn at the hobby store may prompt him to glorify the pages of this magazine.

Maybe if the advertising charges were printed, it would greatly help to sell the magazine to the hobby shop dealers.

In regard to the present advertisement content which is transfixed at the front and rear of the magazine, it might be worthwhile considering to space them more evenly throughout. At least this would give a better coverage instead of them being casually flicked over in an effort to get to the real contents of the magazine.

I do not know whether this would be viable as I have no idea on the magazine's production by the gallant staffers, but an article or two concerning the compilation and production of AMRM would, I am certain, be of immense interest to all the readers.

I would also like to see the introduction of a column possibly called, "Observations", whereby readers send in details of a prototype train along with its carriages and/or wagons, included also with their codes and numbers.

As AMRM does feature plenty of prototype information this would assist modellers in their search for correct codings. Dates of observations would also be needed. This column could be used as a 'filler' to utilise the awkward spaces left by some of the longer articles.

It has come to my attention that in my letter about the Cooma Mail in issue 94 the code XFS has been omitted from the number 2142 that was in the consist of the return journey. I apologise for the error.

It is disappointing to hear the pessimists of the brass loco debate complaining of prices. I put to them this piece of thought from "Candide" by Voltaire who says of optimism: "It's the passion for maintaining that all is right when all goes wrong with us." May these words of wisdom linger before brass locomotives become a thing of the past. We wouldn't want that to happen would we?

Bradley Hinton,
Wahroonga 2076.

The movement of the advertising pages back into the articles, as AMRM was once presented, is not practical for the articles are prepared and set out in correct page sequence months before the advertising reaches this office. (Ed.)

Sir,
Have you back copies which have scale plans or photographs of the old South Australian locos class P and class F? Both were tank locos of my youth. Please let me know if you have these and also the price.

H. Hease,
South Australia.

While neither of the above mentioned units have yet been covered in AMRM at least one (and possibly both) are on the short list but will not be published until at least 1980. (Ed.)

Sir,
Reference the drawing on page 17 of March/April 1979 issue, bottom right hand corner.
Before I lose any more sleep, who the *?!* is Nic?

Ron Cunningham,
Allawah, NSW.

As far as we are aware this was Clive Huggan's way of thanking the group of modellers who assisted him with the Track articles. John Nicholson (Nic), Phil Curnow (Phil) and Ross Hurley (Ross). (Ed.)

Sir,
Re A. Willox of Launceston's letter on 'rip offs' on magazines imported into this country. Firstly 20p is the standard price in Great Britain, note that over 50% of the magazine is paid advertising which is interesting no doubt to learn what is available on the modelling market, but to us here in Australia 300% dearer or thereabouts.

The importer has to pay shipping charges, import duties, warehouse storage, postage and distribution costs and finally your hobby shop or newsagent has a markup price too, hence the $1.15 for Railway Modeller. We also lose on the monetary exchange rate, as imported US magazines with $1.25 on the cover are marked up to $1.55, advertising space being about the same.

My thanks to the editorial staff for an excellent magazine in AMRM.

M. Stone,
Brisbane 4078.

Sir,
I have often seen reference to 'Pacific' locomotives and there was an article about them in issue 94 of AMRM. Could you tell me:

1. What are the distinguishing features of a 'Pacific' locomotive?
2. What is their origin?

J. Hood,
East Ryde 2113.

A Pacific locomotive is a unit which has a 4-6-2 wheel configurement. That is it has four leading poney truck wheels, six driving wheels, and two trailing truck wheels.

It is believed that the unit was so named after Baldwin made a 4-6-2 (Q class) for the New Zealand Railways. Being the first 4-6-2 produced, and as such not having a 'code' or classification it was called a Pacific, no doubt due to the fact that New Zealand is in the Pacific region. (Ed.)

Sir,
One slight inaccuracy with regard to your article on the 600 class loco SAR. This article reads — Engine No 605 was given a green livery to match the cars of the Centenary Limited. Reading it thus one would think that this engine was the original engine for this train. This was not so. Engine No 620 was the original engine for this train and it was not until later that additional in one "S" class, one Rx class and 605 was painted green.

Allan Fenn,
Lower Mitcham, SA.

Sir,
I read an article in the Reviews Section of our magazine March-April 79, by Ron Cunningham about a Model of a Mack Truck of the early 1920's. He ended his article by saying he did not know if these vehicles saw service in Australia, so here goes.

About 1920 to 1923, I was employed by the Brisbane City Council as garage foreman. We only had a few trucks at that time, seven (7) in all, the rest of the transport being horses and drays. We had one of the old type Bowser pumps, hand operated of course, which was serviced by the Vacuum Oil Comp. (now Mobil). They had a large tanker about a five ton which was a Mack Truck the same as Ron describes. It was chain drive and had solid tyres. The chassis and wheels were painted bright red, also the bonnet, with a white tank with Vacuum Oil Comp. on each side.

I thought you might like to know this and pass in onto Ron.

T. J. Parriender,
Brisbane.

Sir,
The time taken by sea mail means I get in a little late on arguments, but I would like to make a couple of points on the brass locomotive debate. Brass locomotives are expensive, agreed, and for the price you pay they don't always line up to expectations. But if the costs can be reduced, surely competition in the market is the way to see the price come down. If the business is so lucrative why aren't there other retailers rushing in to order runs of brass engines? Perhaps the two that are doing it now deserve a return on their investment.

I think the alternative lies in companies or producers like FSM. I have not purchased one of their engines yet (having had a number of battles with another Australian producer of white metal loco kits), but if their engines are as good as your reviews say, the alternative to brass engines is obvious. I believe they deserve more acclaim for their efforts and I shall be purchasing some of their locomotives on my return.

Turning to the ready to run scene here in Europe I can only hope that the boom in model railways which is going on here will spread to Australia. The new products coming out in England from various manufacturers is little short of amazing. LMS Royal Scots have been produced by three different makers during the last year as an example. Here in Germany a great range of new equipment from Z scale to Guage 1 is now available, including an LGB Garratt. Probably the greatest breakthrough coming up is the two wire control system. A mini computer in the controller with clips fitted to the locomotives, all festoon wirers rejoice, no more switches, etc.

Keep up the good work.

Maj R. A. Kenshaw,
London, UK.

Sir,
A friend has just informed me that there has been a dramatic price reduction in the apparent cost of a NSW BRASS diesel. I just do not know what to think now!

Ian Thorpe,
Sydney 2000.

EYE DANGER

That harmless looking fluid that is used as a catalyst in fibreglass resin is in fact highly dangerous. The substance is methyl ethyl ketone peroxide (MEKP), and it can destroy an eye in four seconds. We may not use fibreglass resin to build boats or repair cars, but a lot of us use it as Plasti-Bond and casting resin. They are both fibreglass resin based and use MEKP as a catalyst.

A report has just been issued of a person who lost the sight of one eye and is gradually losing the sight of another, after having his eyes contaminated with MEKP. The report quoted a Canadian eye specialist as saying that a drop of this hardener in the eye may destoy the tissue of the eye and result in blindness unless immediate action is taken — within four seconds — to wash the hardener from the eye. Once the chemical has started to destroy the eye it may not be possible to either prevent destruction or effectively repair the damage.

Suggested protection while fibreglassing is to use eye protection and to have a source of water immediately available. You have ouly four seconds to wash out the chemical. A pair of safety goggles is a small price to pay for your sight.

If all you use is Plasti-Bond, consider changing to Poly-Patch which uses a different catalyst, in a paste form. There is no chance of it being accidentally squirted out of the bottle in the direction of your eyes. Poly-Patch may be a different colour but it is, to all intents and purposes, the same as Plasti-Bond and is used in exactly the same way.

Report from the Co-ordinator of Army Safety.

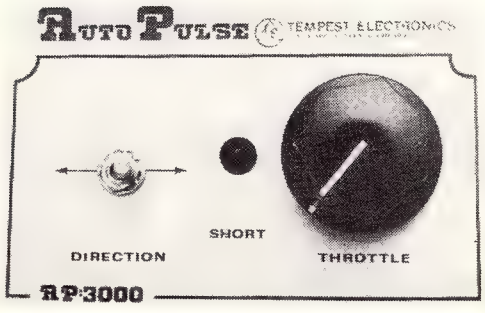
REVIEWS

Underfloor detail kit for the LIMA Southern Aurora car by Australian Transport Models, PO Box 60, Unanderra 2526, who also supplied the sample. Price: $2.30.

As indicated in the above paragraph this kit is a detail set to add below the floor on the Aurora car, which is a bit bare below when compared with the prototype. The resin castings include air conditioning equipment, water tanks, equipment boxes and brake gear. The castings need cleaning for flash is evident, but it clears away easily. All components fit where the illustrated instructions says they should, although in some instances it is necessary to file away some of the casting to allow it to sit onto the underside of the floor. The adhesive use was the Repco Super Glue which was very effective.

All components and the underfloor of the car were air brushed black, and the braked handle will be painted white. The result is very impressive as the photographs show. Total assembly time was under an hour.

Bob Gallagher



Auto Pulse throttle (AP-3000) by Tempest Electronics, 33 Borg Street, Scoresby, Victoria 3179. Price: $18.25.

The electronics revolution has given model railroaders smooth control of trains by many varying theories. To list them would prove a huge task. In some ways Australia has kept up with progress with model railway control for there has been a strong home grown industry. Eda, Locomotion and Tempest are but some of the known brand names.

The AP-3000 is the largest product from Tempest Electronics and differs from recently produced controllers in that it is aimed at the small layout, or section of the layout and it is lower in price than many on the market. Panel mounting, it has a face of 108 mm × 70 mm, the face plate needing drilling to mount the unit. It is a simple control, having only a forward/reverse switch and a control knob (Throttle). A LED (light emitting diode) is utilised as an overload indicator.

It has smooth operation, over the full working band of the throttle, although on a few 'tight' locomotives is was a little jerky, no doubt being the 'pulsation' of the pulse in the throttle. Connection to the layout is simple, as long as the instructions are followed. There is no way a mistake in connection can blow up the controller, unless the incorrect wires are connected to the power supply, which must be 12 to 15 volts AC. It has a maximum output of .5 to .75 of an amp, the unit getting too hot for comfort on 1 amp; however, the operating range would suit most commercial and hand built locomotives.

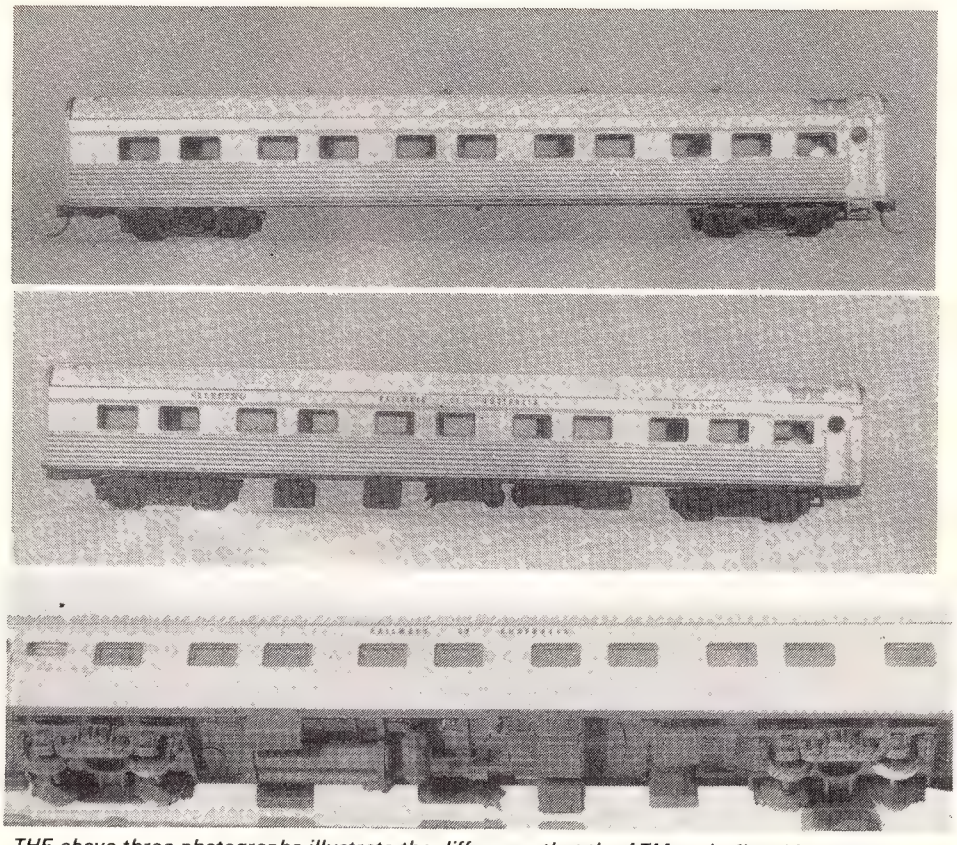
A simple controller, it does the ample job of smoothly controlling a locomotive and would be ideally suited as a yard control or as a branch controller. It is unusual in that the forward and reverse switch does not have a centre-off position, but this did not detract from the smooth operation in any way, nor did it allow any of the units under test to "creep" when the throttle was turned off. Ideal for the beginner, who wants to sample smooth control at an inexpensive price.

Bob Gallagher

Cheesman Drug Co structure kit in HO scale by Model Masterpieces Ltd. Sample supplied by Emerald Gazette (CHI Products), 4 View Street, Upwey, 3158. Price: $25.00.

Any reader of the American model press is aware of the numerous structure kits available on the US market, some of which are gradually becoming available in Australia. The Cheesman Drug Co kit is a double story building 90mm wide, 123mm deep (plus rear dock) and 124mm high. It is a brick structure having a loading dock and roller shutter at the rear for the movement of goods. It would look good in any situation, either on a street or on a rail line. A slight adaptation would place it in any Australian township.

As supplied, the major parts (four walls) are of cast dental plaster, and although packed onto currugated cardboard some were broken, but were readily repaired with PVA glue. The windows and doors are



THE above three photographs illustrate the difference that the ATM underfloor kit makes to the LIMA Southern Aurora car. The top photo illustrates the car before addition of the kit, the middle photo shows the addition of the kit plus the reduction in height of the bogie bolster as described by Jack Fotheringham in the November/December 1978 issue of AMRM. The lower photo shows all the underfloor detail. Graham Ball photo.

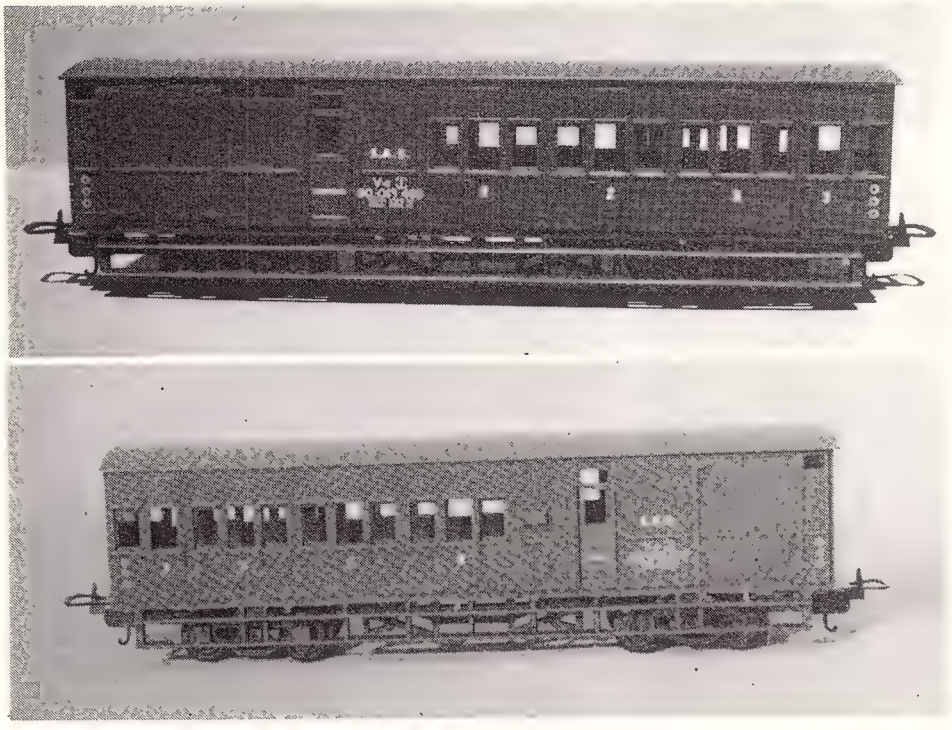
THE above two photographs illustrate the Cheesman Drug Co by Model Masterpieces Ltd. The illustration on the left is the manufacturers photo which is printed on the instruction sheet, the illustration on the right being the part complete review sample. Note the opening for the double doors, all window and door openings were cast so that the window/door can be press fitted from the rear.

Grandt Line mouldings and the metal chimney is by Timberline Models. A well detailed instruction sheet and template sheet accompany the kit. The instruction leaflet has a few photographs to assist final finish.

It is necessary to clean all window and door openings to allow fitment of windows and door frames, the latter needing little cleaning before being painted (air brush) and left to dry for a week or so before assembly. The trimming took about an hour and was readily accomplished with a fine file. One side had to be trimmed off the base to make it the same size as the other side. Assembling the kit was not easy for the joints do not marry up with any evenness. The instructions advise that the sides are bowed, for that is how they are in the prototype, but there was no allowance made for fitting the bowed side to a straight side. Fortunately, downpipes and adjoining buildings will hide this flaw. Apart from this aspect assembly is straightforward although, as the kit is assembled, one becomes aware that it is a structure that calls for interior detail, and this takes time. Cardstock and timber section is supplied to form interior walls, floor and roof, the latter being flat with a skylight inserted. The windows and doors simply push fit into the space provided and the clear acetate sheet supplied forms the glass area. Nut and bolt detail is supplied to detail the side walls and suggestions are given as to what can be done with interior detail. Painting details are supplied, although it has been impossible to find a Floquil 'Brick Red', so a 'Boxcar Red' had been used to stain the walls. This was an easy task. The review sample has not been completed, for some of the interior detail which must be added has not yet been acquired, and some Australianisation (which will be the basis of a future AMRM article) is to take place before the model can be finished completely.

The manufacturer suggests that the structure is a drug warehouse or paint, etc, and the decals supplied (as illustrated by the Model Masterpiece photo) will ensure a fine model to enhance any layout. It is a craftsman quality model in that one does need a little experience before tackling it, but then some plastic kits have been harder to assemble and give a realistic finish. The plaster is great to paint, but just a little difficult to hide the joints.

Bob Gallagher.



Lima HO South African Railways combined 2nd/3rd guards van 30-9343. Our sample supplied by A. S. Knight & Co, the Queensland distributor. Price: $5.25.

The model scales (in 3.5mm) 39'9" long × 9'7" wide over body and rides on Bettendorf bogies with Lima couplings attached. Bogie centres are at 24'0".

8mm insulated metal wheels are fitted to steel conical point axles and the bogie/coupler casting appear to utilise the standard Lima one-piece plastic moulding for this bogie type.

Detail on the body mouldings is superb and includes hinges, planking, handrails and full length two step running boards. Underbody detail includes trussrods, brake cylinders and levers. The body mouldings is the conventional one-piece sides, ends and floor. Individual moulds are used for the roof and for the separate clear window insert. A sub-floor moulding carries the bogies and has the underfloor detail. The body is held together with two screws from sub-floor into roof and encases a steel weight between floor and sub-floor.

Wheels will run on code 100 rail but the .0505" flanges would have to be reduced for some HO points and fine scale rail. Rolling quality is superb and with some difficulty I established that this model will commence to roll on an 0.4% grade. All axles were checked and found to be correct wheel spacing by NMRA HO standard gauge.

This model lends itself to modification particularly to Queensland HOn3½. The proportions are generally correct for many north state vehicles including AV, BV, CLV and ALV. I believe it is also similar to an SAR (South Aust) brake van if fitted with a cupola.

The exciting thing is possibly that existing bogies can be used by respacing the wheels.

Max Chaseling

Airfix 4F locomotive, in OO scale. Our sample supplied by Berg's Hobbies, 223 Church Street, Parramatta, 2150. Price: $36.95.

One of the latest releases from the Airfix range and new to this country is the model of the versatile LMS 4F locomotive. Based on a Midland Railways design of 1911, 580 engines of the LMS version were built from 1924 to 1941. The British press states that the reviewed loco is a representation of No 4454 (BR 44454) which was built at Crewe in 1928.

This injection moulded plastic model has been executed to an exceptionally fine standard and to scale dimensions. Rivet detail is discreet against the matt black finish. Numbering and lettering (what there is of it) is also sharp. The ring type tender give motor powers all six tender wheels via spur gears. These wheels are spoked plastic (unfortunately not of the see-through type) and the unit runs smoothly and quietly. The locomotive driving wheels are all flanged and coupled. They are each fitted and flanged metal rims with plastic spoked centres . . . see-through type. Current is collected via the locomotive drivers by way of spring plungers which rub on the back of each wheel, and connected to the motorised tender by way of jumper cables. The plastic chassis on the locomotive contains moulded in brake hanger detail, etc.

The model is fitted with a coupling not unlike Fleischmann's Airfix markets a changeover type coupler of standard British type for those modellers who must insist on using it.

From what has been written in the British press indications are that this model will be widely accepted, in fact the whole range shows the same promise.

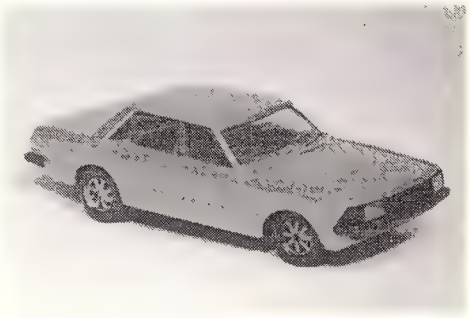
So far as this country is concerned publicity on this brand name is conspicuous by its absence. A good PR programme would work wonders.

Allan Brown

Opel Rekord Berlina 2.0E (Holden Commodore) in HO scale by Herpa. Sample supplied by The Engine Shed, 5 Carrington Road, Box Hill, 3128. Price: $2.15.

A new addition to the Australian market, the HERPA range of automobiles is a welcome addition for the modern modeller. The Opel Rekord was the design the Holden Commodore was based upon and so this model is useful to the Australian Modeller as well as the European modeller. The unit reviewed is the taxi version and is beige in colour, the metalic finished units being $2.95 ea. The unit is 54mm long, 19.3mm wide, has a wheelbase of 31mm and a tread width of 18mm. Standing 16.5mm high the left hand drive unit is well detailed, the door handles, protector strips dash, seats and steering wheel being only some of the detail on these units. While not professing to be a car buff it certainly looks like a Commodore, and if AMRM can run a cover photo of a loco running wrong line there would be little wrong with a left hand drive car. Who would notice?

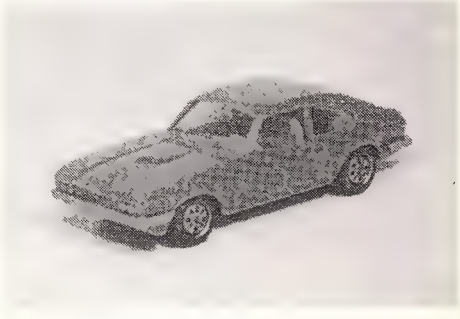
Bob Gallagher



Ford Granada Ghia 2.8 in HO scale by Herpa. Sample supplied by The Engine Shed, 5 Carrington Road, Box Hill, 3128. Price: $3.05.

The Herpa range of model automobiles is highlighted by the amazing amount of detail, both moulded and added. The Ford Granada looks like the new Ford Falcon, and among the visible detail is windscreen wipers, interior and exterior rear view mirrors, door handles, filler cap protector strip detailed hubcaps, dashboard, steering wheel (left hand drive) seats, headrests, rear window heater (yes quite visible), head and tail lights, all underfloor detail including the twin centre and single rear muffler and of course the little 'Ford' badge on the grill (The word FORD is a little too hard to read). It has the wrap round front and rear bumpers and has a metallic finish, the reason for the high price. It is 54.5mm long, 21mm wide, 16mm high, 18.5mm wheelspan and a 30mm wheelbase. It is not motored and thus has a very high miles per gallon ratio. In a word . . . Superb.

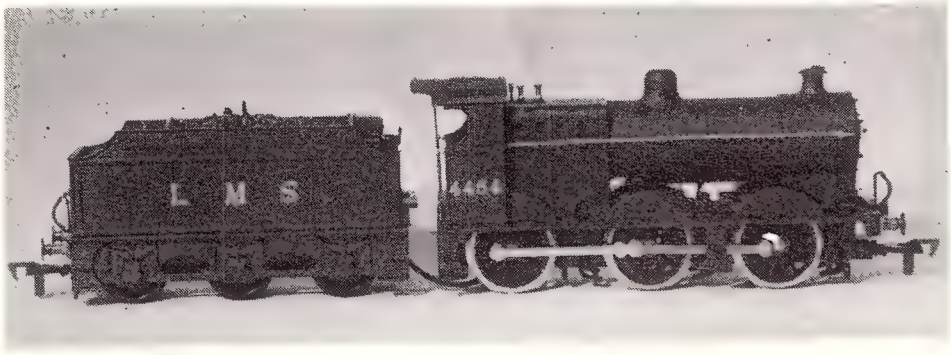
Bob Gallagher



Ford Capri Ghia in HO scale by HERPA. Sample supplied by The Engine Shed, 5 Carrington Road, Box Hill, 3128. Price: $2.15.

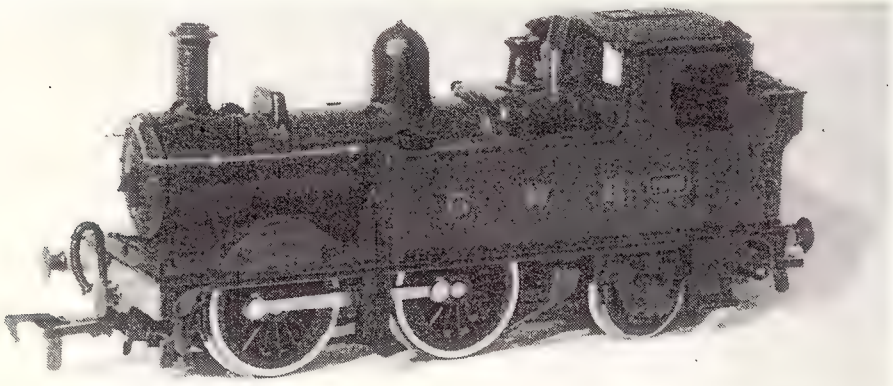
A sports car for the sporty. Being rusty on modern cars the reviewer is not sure if this model is available in Australia, but even if it is not this is certainly a fine model. It is fully detailed, and has everything either moulded on, or added except a radio antenna. It is equal to both the Falcon and Commodore already reviewed and would look grand on the verge of a mansion, on the highway or even upside down for the underfloor detail is as good as the interior. It is a left hand drive, for the real observant and does not have a rear window heater. The model reviewed is a beautiful olive green . . . again Superb. Size, 48mm long, 19mm wide, 14mm high, 28mm wheelbase, and 17mm wheelspan.

Bob Gallagher



OO scale Great Western 1400 class 0-4-2T locomotive by Airfix. Our sample supplied by Berg's Hobbies, 223 Church Street, Parramatta, 2150. Price: $31.25.

There is little I can add with regard to this model. Most of it has already been said, in great depth, in the June 1978 issue of Railway Modeller. So, if I may be so bold I shall quote from that review . . . "Airfix are to be congratulated on an absolutely superb model. Detail is amazing, with steam heating and vacuum pipes as separate mouldings. The brake gear, with full janger and block detail, is the best we have seen. Superstructure detail includes the characteristic twin whistles and shield, separate handrails and tank filler lids, vacuum hoses and coal rails over the cab rear windows. 1466 runs extremely well, pulls a good load, and is quiet and responsive at slow speeds. Current is picked up via all six wheels. The collectors are very neat spring-loaded plungers, which bear on the insides of the wheels. The rear driving wheels have 'traction tyres', and the motor is connected by a universal joint to a gear box on the front axle. Our example was finished in matt GW green and black, with vermilion buffer beams" . . . end quote.



An identical model was submitted for our review and all remarks as quoted are true; it is indeed a superb model. It is also produced in standard BR livery. Regrettably, Berg's did not have stocks of the auto-trailer coach which would normally complement this loco. These must surely follow.

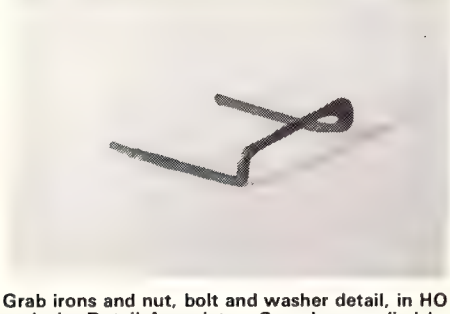
Top marks to Airfix on the production of an unusual but long awaited commercial loco. We await the opportunity to review forthcoming products from this firm.

Allan Brown

Ford Transit van in HO scale by Herpa. Sample supplied by The Engine Shed, 5 Carrington Road, Box Hill, 3128. Price: $2.60.

There is a problem, not often faced, when reviewing good new products and this is finding enough descriptive adjectives to adequately describe a range of products. The Ford Transit van is as detailed, as the already reviewed Commodore, Falcon, and Capri and again will be a fine vehicle for the modern modeller, like a 1979 modeller for the van is the latest model, in that it has the squared grille and headlights. Fully detailed with wipers, rear vision mirrors (inside and out) dash, steering wheel (again left hand drive) the correct seating (ie one small and one wide seat), windows, underfloor detail and plain (hubcapless). This version has a side loading door, and the rear doors open up and down and is painted PMG red. The Transit has been around for years as a general purpose van, but remember this is a modern unit, and the Herpa models are so detailed that a car buff can pick the actual model. It is 52mm long, 21mm wide, 22mm high, 18mm wheelspan, 30mm wheelbase and again is a superb model.

Bob Gallagher



Grab irons and nut, bolt and washer detail, in HO scale by Detail Associates. Samples supplied by McBees Hobby Centre, PO Box 144, Coburg, Victoria. Price: $2.15.

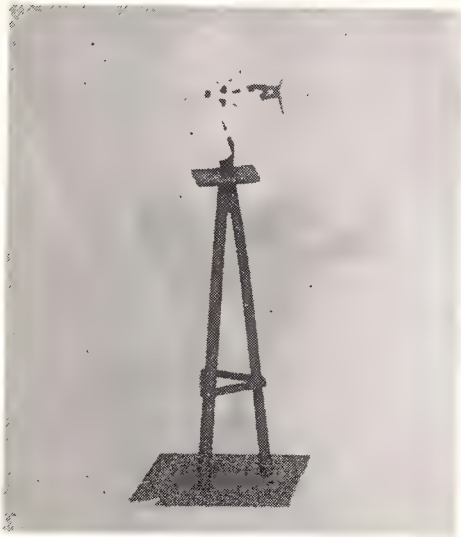
There is little doubt that America leads the way with new ideas and manufacturing techniques (for the model railway hobby) and one of the most noticeable trends is the availability of detailing components. There are many suppliers of steam loco detail parts but now the number of diesel loco detail parts suppliers is growing. Where the detail for the steam loco has been extremely fine the detail for the diesel locos is super fine, and the two components under review are just a small sample of what is available on the American Market. Fortunately for the

Australian Modeller, McBees is importing most of the components, and they are on sale in Australia as soon as they are available in the US.

The pre-formed grab-irons are manufactured from brass wire and there are 18 to the pack. The brass wire is 0.35mm thick (just over 1" thick), is 5.5mm long and, when attached to a vehicle, will protrude 0.75mm. There is little need to inspire any modeller to use detail this fine.

The styrene moulded nut bolt and washer detail are supplied on two sprues (24 to each sprue). The unit is so fine that a magnifying glass is necessary to actually see the detail. A No. 80 drill is required to form the hole in which the shaft (bolt) can be placed. The size of the head (nut) detail is 0.6mm and probably represents a 3/4" bolt. There is one problem with these parts and that is they are easy to drop and lose; another is for AMRM photographer (Graham Ball) to photograph the unit, for on a clear section of styrene the unit is so small. Great detail; now for the patience to attach it to a model.

Bob Gallagher.

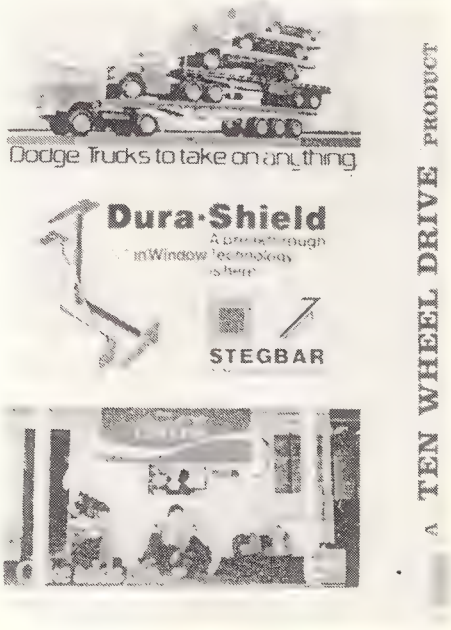


Windmill in HO scale by Campbell Scale Models. Sample supplied by McBees Hobbies, PO Box 144, Coburg, Victoria. Price: $1.20.

The term windmill is in reality a false or misleading term as used in Australia, for most machines are really wind driven pumps, and are used to pump water from the river/dam/bore up to the homestead or reserve tank. There are other uses around the countryside but the pumping of water is the most common. The mechanical principle is quite simple. with the force of the wind on the blades forcing the blades to rotate, driving a gearbox which is mounted directly behind the blades. A shaft from the gearbox to the pump on the ground is the final drive. The blades are always facing the direction of the wind for a vane is attached to the blades, the draught of the wind directing the vane.

The kit manufactured by Campbells is of styrene manufacture and is very simple to assemble (approx 5 minutes). There is very little preparation before assembly and glueing. The unit (from the blade axis to the ground is 24ft (84mm) high. The blades have a diameter of 7'6". As supplied the unit is silver, and so a repaint is necessary. If air brushing with Floquil a barrier should be used and the parts can vary from the freshly painted or galvanised unit to one of decrepit appearance. A simple kit with plenty of applications.

Bob Gallagher.



Advertising signs in HO and N scales by Ten Wheel Drive. Samples supplied by McBees Hobby Centre, PO Box 144, Coburg 3058: Price: $2.15 per sheet.

Advertising signs or billboard posters are very common in Australia, for no matter where you drive, walk or train, billboard signs are always in the way. Some are on the side of buildings, some on moving vehicles and some on special frames. The Ten Wheel Drive product is a coloured reproduction (photographically) of a number of signs in use during late 1978 and early 1979. All sheets are 130 mm × 102mm, the HO sheet having three signs and the N scale sheet having six signs. All reproduction is clear and the colour hue appears correct.

The individual HO signs are 75 mm × 38 mm while the N scale signs are 44 mm × 22 mm. One HO scale sheet has the Benson & Hedges advert, the Sigma sensation and VB (or Victorian Bitter to those north of Albury); the other HO scale sheet (illustrated) advertises the Dodge Trucks, Dura-Shield and Coca-Cola. The N scale sheet has all six adverts.

The signa can be mounted by cutting them off the photographic sheet and glueing it to a solid backing, or the sign can be removed from the sheet and some of its thick backing paper so as to add it to a wall and still retain correct thickness. Impressive is the only word that comes to mind to describe this product, and it is Australian made. The fact that they come in two sizes does not restrict usuage to those who operate in the designated scales for the signs, in real life are all sizes so the N scale sheet will be useful to the HO modeller as well as the OO scale modeller. A detailed leaflet describing application methods accompany each sheet.

Bob Gallagher

FREIGHT VEHICLES published by the Public Transport Commission of NSW, York St, Sydney. Price $8.00 (plus postage).

This 285 mm × 101 mm × 18 mm (thick) soft cover book is a plan book of all the freight (goods) vehicles and guards vans in service (late 1978) on the NSWPTC. Each diagram is a reduction of the plans usually purchased from the Archives Section of the NSWPTC. Most of the reductions are very clear and sharp and some are only a little under HO scale BUT DO NOT rely too much on the accuracy of all the diagrams. While the dimensioned detail may be correct some of the diagrams are slightly out in actual measurement. By this the length and side elevations of the same unit are not necessary to the same scale. This is not a criticism of the book but a warning to those who aim to use the book as an accurate 'plan' book, for actually the illustrations are diagrams. The book is indexed both alphabetically and wagon type. It can be used for a modelling guide or as an identification booklet when next you see that unknown wagon, but beware there are at least two vehicles missing. The MB converted to a BPV (extra door cut in) and the BCW that was converted from a BSV. No doubt there are others, but it is the best reference book on NSWR goods wagons since SCR Publications produced Railway Freight Wagons.

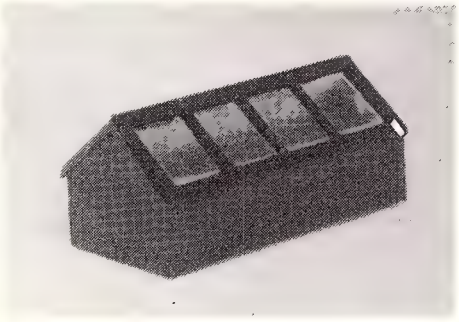
Bob Gallagher

Cab and Body Vents in HO scale by Details West. Sample supplied by McBees Hobby Centre, PO Box 144, Coburg, Victoria. Price: $1.00.

Vents are used to allow air to circulate into an area, be that a locomotive (diesel) or car (van, brakevan, caboose), without the weather also entering the area. There are many varying styles of vents, and after a

little familiarisation a modeller soon becomes aware of what vent can be used where. The vents under review, according to the details on the leaflet accompanying the parts, are used for hood or cab unit diesels. There are 12 to a pack, on two sprues — styrene mouldings naturally. They are 2.4mm in diameter and are 0.8mm thick and are mounted on a 1mm dia stem. Being styrene they are easy to attach to most models and can be attached with epoxy, MEK or one of the so-called super glues. It would be best to pre-paint them before attaching them to a painted model.

Bob Gallagher.



Skylights (2 off) in HO scale by Campbells Scale Models. The kit was supplied by McBees Hobby Centre, PO Box 144, Coburg.

These units are part of the Campbells range of structure building components. As supplied there are two to a pack and each one is in kit form. All parts are preformed, the walls and window (glass) frames are moulded black styrene while the glass section is moulded clear styrene. Assembly is straightforward (4 min) and only a little cleaning-up is necessary. The unit is 27mm long, 13mm wide and the apex is 12mm high. There are four panes of glass (5.5mm × 6.5mm) on each side of the sloped side. The assembled units have many uses on the rooves of buildings and are very easy to assemble.

Bob Gallagher.

"A Pinprick of Light" by Carl R. Byron. Published by The Stephen Greene Press, Vermont, USA. Review copy from the Agents, Thomas C. Lothian Pty Ltd, Melbourne. Recommended Retail Price $7.95.

This book is subtitled 'The Troy and Greenfield Railroad and its Hoosac Tunnel' which is a very accurate description of the subject. The Hoosac tunnel under Hoosac mountain when completed was the second longest at 7.65 km in the world at the time. The tunnel was started in 1851 after many years of politicing to try to gain state backing. The plan to dig the tunnel was hotly contested by rival railroads and by those fearful of such a plan as upsetting natures plans.

Originally a boring machine was bought but it bored only 10 feet in before giving up. The tunnel was then restarted on a new heading using the more conventional hand drills and blasting powder. After 12 years of work a centre shaft was dug down to the line of the tunnel to speed up the work which was very slow in the hard rock. In 1867 an explosion occurred in the Centre Shaft, killing 13 miners and flooding the works.

A new, powerful explosive tri-nitroglycerine was brought onto the job to speed up the work and finally in 1873 the headings broke through. About 18 months later the first train ran through the Hoosac Tunnel.

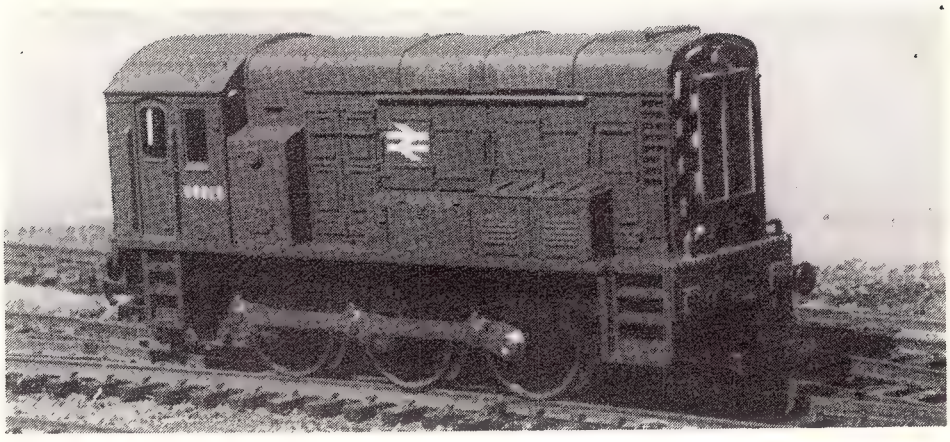
The Hoosac Tunnel was originally steam operated but in 1911 was electrified, however, the steamers were hauled through the tunnel at the head of their trains. The rest of the main line was never electrified, only the tunnel and its approaches. The rise of diesel power eliminated the need for electrification by 1946 and it was removed.

This book gives a good detailed history of this tunnel and is well written. It contains many interesting snippets about the tunnel and its operation. A very interesting book in all.

John Bevan

LIMA 0-6-0 shunting locomotive in 4 mm scale. Sample was obtained from The Engine Shed, Box Hill, Victoria. Price: $20.95.

On full size railways shunting engines spend their working lives hidden in goods yards doing necessary but not glamorous work. Fortunately, most model railway manufacturers include an example of the humble shunting engine in their range of locomotives, most of which are the more well-known types of mainliners.



In the LIMA '00' British range, which is now appearing in strength on the hobbyshop shelves, the shunting loco has just made its appearance. Based on the very common English Electric powered diesel electric shunter, the LIMA model is available in LMS black, early British Railways green and modern British Rail blue colour schemes.

Performance on the layout is well up to scratch, a good load of wagons being well within the model's capabilities. Top speed, as usual with propriety models, is over 100 scale mph. Detail on the plastic super stucture is very fine and, from reports in the English press, is close to prototype.

With its outside frames and chunky looks, the LIMA 0-6-0 shunting diesel would look the part on any British layout.

Dave Taylor

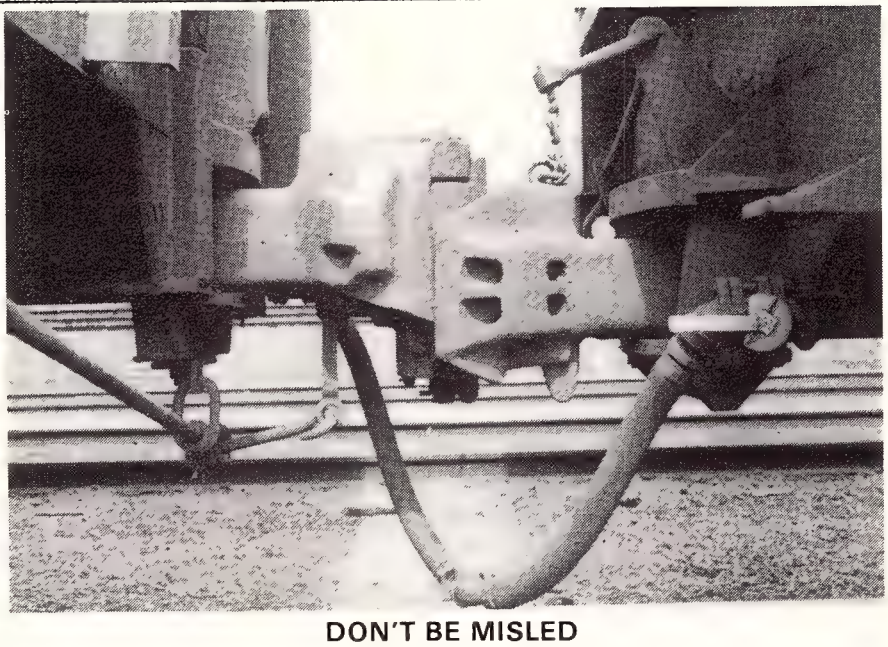
Smoke Gets In Your Lens. By Gunter Haslbech and David Wardale. Our sample supplied by ARHS (NSW Division), PO Box E129, St James, NSW 2000. Recommended retail price: $25.00.

This high quality all-colour collection of photographs sets out to convey the impressions of the photographers of the steam locomotive as an art form. The photos depict steam as trains in depots, etc in Europe, South Africa and South America. The photo captions are very brief but more details appear in an appendix at the end of the book. Nevertheless, some knowledge of steam working overseas help to interpret the information.

Much use is made of early morning and late afternoon light and of varying weather conditions. There are also a number of 'effects' photos into which much thought has been put and they are certainly effective. Undoubtedly the most dramatic is a night shot of an SAR 25NC under full moon.

With only some 90 pages of photos, the book can be classed as expensive. The style of photography may not appeal to everyone but for the connoisseur of steam in railway operations, a must for the bookshelf.

Graham Ahern,



DON'T BE MISLED

Although this photo does show that couplers are not always completely level in the prototype, a similar situation in model form would most likely see the two vehicles uncouple at the slightest bump in any uneven trackwork. Use s gauge to ensure all couplers are correctly fitted. Neil Graham photo.

SCENERY HINT

To make strata cliffs use caneite strips about 3" wide which have been broken off a larger sheet. To break the caneite, hold a piece of 3" x 2" against the caneite about 3" from the edge, applying pressure to the edge, and breaking in a jagged line. Glue the strips on top of one another to the required height. Old carpet can be used as a base on which plaster mountains can be made.

B. Edwick from SCMRA Booster.

The advertising deadline for the next issue of A.M.R.M. is the 22nd of June 1979. Please be early.

'ACM' Postscript

Readers of the 'ACM' Composite and Sleeping Car article in the November/December 1978 AMRM will be pleased to know that the Hunter Valley Steam Railway and Museum has acquired ACM2047 with a view to preservation.

Paul Rogers

'MCV' Postscript

Gremlins at work in the November/December 1978 AMRM caused a couple of errors to occur in the 'MCV' article. Car 5434 should have read 5134, the original "KKG' road number of 1798 being correct. Car 12675 (ex-KKG.637) should have read 12674 (ex-KKG.677).

Paul Rogers

AMRM NEWS

Compiled by Bob Gallagher and AMRM Staff.

Before we get too deep into current events, we must point out the 'joke' in last issue. The April Fool pun was printed on page eleven primarily with Max Burke's triple dome milk tank. Before the wise write in and challenge the 'TMT' coding we will admit it is not true. To us TMT meant Triple Milk Tanker, and we could not resist the urge to print the photo on page eleven of the April issue. As for the model, only those who are lucky enough to be acquainted with Max Burke can appreciate the humour he can put into the hobby. Sydney exhibition attenders can see excerpts of Max's humour on the Menangle layout, like the continual movement of sheep, giving the viewing public the illusion that the sheep are on the move; or the ghost of the goods shed; 'home on a pigs back'; the giant cave man or the giant man-eating turtle. Maybe one day AMRM will feature some of Max's humour in photo form.

Gremlins

Apart from the intended error mentioned above, the March/April 1979 issue had a few errors that need mentioning. Firstly there was an error in the Berg's Hobbies advert where the wrong caption was put under two photographs. Secondly the photograph on the front cover was printed the wrong way around.

Correspondence

Once again it seems necessary to raise this matter. We at AMRM welcome letters from readers for it is the only way we can be sure we are producing a magazine to your satisfaction. If letters require an answer we request that a Self Addressed Stamped Envelope be included for this purpose. Here at times another problem arises, for there are occasions where there is insufficient time for us to keep our correspondence up to date and we ask readers to bear in mind that there are limitations with our method of business. As all duties are performed in spare time, occasions do arise where our employers and families femand and receive more of our time than is usual. When this occurs something must be put aside and unfortunately it will always be correspondence. (There is no reason or excuse, but correspondence does rate lower on the priority list in comparison with the actual production of the magazine). There is little we can do when these times arise (like at present) other than ask readers to bear with us.

Computerisation

At last AMRM is to use some modern business methods to save time and, in fact, money. Our subscription service is being placed on computer, to the point where all envelopes will be automatically addressed, the magazine inserted and sorted into the correct postal area, and then delivered to the post office. This will be a great saving on our depleted labour system but will place the onus back onto the subscriber to renew the subscription on time or to advise his address change before it happens so that the computer can be correctly programmed.

Mr No Name

One of the constant problems in the AMRM office is the deciphering of names from signatures, for many readers do not print their name when ordering a subscription or back issues. On the other hand some readers do not bother to write their name or address on the order and leave AMRM staff the problem of becoming a detective. Well, if any reader has in the past year or so ordered a subscription or back issues and not received them we ask them to write detailing all pertinent facts and including their current name and address.

Commercial News

It was interesting being in Melbourne for the model railway exhibition and looking at the many hobby shops in the fair city. It was rather disturbing to compare the prices of some goods with those in Sydney, for there was quite a difference at times. Like in one instance a $6 building kit (in Melbourne) costs $12 upward in Sydney. One must wonder why?

Some of the new products were on display at the Melbourne exhibition and, hopefully, will be reviewed in future issues of AMRM. A new line of trees are now available under the John Piper Models brand. It is difficult to find the correct word to describe them except 'tremendous' (as is the price) but one must pay for quality these days.

It seems the full range of Slaters Plasticard are now available, via Fybren Models. The range includes sacks, vehicles and numerous wagon kits. They appear to be about the best out of the UK and attempts will be made to cover some of the range in REVIEWS soon.

If you are still trying to get hold of the old RAILMARKS water column (NSWGR style) get your local hobbyshop to contact Fybren Models, who are the local agents for Mikes Models, who produce the kit.

For some time now it has been difficult to obtain MGW wheels in Australia, and it seems this has been due to a breakup of the MGW partnership in the UK. While MGW as a brand name are still in business the ex-partner has joined with another manufacturer and they now produce components under the MAYGIB Components brand. Some of these parts include a wheelset, the wheels of which are chemically blackened and the steel pin pointed axles 'flash nickel plated' for rust prevention. Some samples are to hand and will be covered in the Review section next issue. Also expected from MAYGIB is couplings, driving wheels, buffers and etched brass kits. Further details as they come to hand. MAYGIB are handled by Fybren Models in Australia.

HERPA, through their Australian Agent, The Engine Shed, have released a number of moulded motor vehicles in HO scale. The detail is superb (as shown in Reviews this issue) and the range quite extensive although all are not yet available in Australia. Some of the units include BMW, Opel, Porsche, VW, Audi and Ford. All are modern cars, and Australia being a little behind Europe (automobile wise) has yet to see some of the real size units, but this will be an asset to the diesel era modeller.

Some of the Stone Cottage by CHI products have been produced, and although the kit is not up to the standard expected it still seems to be a fine piece of Australiana in scale size.

It is disappointing to note that there is little of the SS Ltd bits and pieces on the Australian market. It seems that the firm has been taken over by a new owner who vows to reduce prices, and by this he is dealing directly to the public, reducing the hobbyshop dealer mark-up, but what do we do here in Australia; go without I suppose.

Ezi-Kits is the brand name of a new rang of NSWGR kits on the market. Polyster castings, one piece, they are priced at $9.95 ea but are only available in sets of four, and being FO/BI coaches (suburban open enders) this is the required number. We have a sample to hand for review and it is impressive, but more details later.

Another new kit on the market is a LCH by ROA. It is a polyester cast bucket, in a PMH underframe; again further details as they come to hand.

It seems the VR modeller is not being forgotten, for a walk through a couple of Melbourne hobby shops dug up a few kits and some VR axle boxes. We took the opportunity to purchase some and review them in a future issue. No names at present for their stocks would not take the sudden rush to purchase them.

AMRI will eventually be releasing a comprehensive range of scenic mats by Prieser. In addition to the standard grass mats there will be taller type grasses, corn fields, barley fields and a very nice marsh areas. We hope to be able to review these items as soon as they become available.

We are disappointed to hear that the FSM boys have been on the sick list and as such not able to manufacture any kits or work on the projected D53 class. The last word was that they were on the mend.

The PTC of NSW have produced a few little tit-bits for the NSW modeller. One book, Station Names, lists the names, opening and closing dates of all NSW stations. Another covers photographically all the bogies used by the NSWGR/PTC. The last, a must for any NSW modeller is a plan book, showing diagrams of all freight vehicles in use on the PTC today, 1979.

A report from Adelaide indicates that the pilot model of the LIMA Indian Pacific Power Van is on display in a local hobby shop. Maybe this is some indication that the model is close to being released.

A recent newsletter from T. C. Rail Models suggests that the production of some Workshop Five Models kits is near. Problems with the move to the United Kingdom, and some 'missing in transit' equipment have caused considerable delay. Those having outstanding orders for the 'R' class cars with T. C. Rail Models will hopefully be the recipient of good news soon.

Mini-Convention

Final details are being finalised for the

In Days of Old

"Just one hour to go and the dratted thing refuses to go" says driver Jones as he climbs from NSWGR 3086, on shunting duty.

"Don't worry" replies fireman Brown as he removes his trusty hammer from the tool box, "I'll fix it!"

The above scene was photographed by Allan Brown on his 'Bullinga' layout. The loco is a Berg's C30T and the tender has been reworked by Es Davies to reduce its height above the rail. The building in the background is a mixture of plastic kits formed into a large factory.

AMRM/Canberra Model Railway Club Mini-Convention to be held on Saturday 4th August at Albert Hall, Canberra. The evening will take the form of a barbeque followed by a few brief talks, films, slides and a few clinics on modelling methods. Some of the subjects expected to be covered include: preparing models for painting, scenery, electronics in model railways, silastic casting, prototype research (all types) and loco lining. An auction will close the night. The basic emphasis is on showing modellers, both new and old, some of the techniques in use at the moment. Overnight accommodation in Canberra is not too expensive, and cheaper still on a share basis. Cost of the evening is being kept to a minimum and those expecting to attend and those interested are advised to send a SAE to Mini-Conference, C/- 4 Thompson St, Garran, ACT for details of the evening. It will help for catering for the organisation to be advised of numbers before the final day, so if you intend to lob in Canberra after 10 am on the 4th August, please advise beforehand so that adequate arrangements can be made for catering. Locals if they wish may attend just for the conference, for a small door entry fee.

The advertising deadline for the next issue of A.M.R.M. is the 22nd of June 1979. Please be early.

TRADE PRACTICES ACT 1974

The above act is now in force and contains strict regulations on advertising.

It is not possible for this company to ensure that advertisements which are published in this magazine comply with the Act and the responsibility must therefore be on the person, company or advertising agency submitting the advertisement for publication.

In case of doubt, consult your lawyers.

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Membership Enquiries:
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Mt. Pritchard, 2170.
Ph: (02) 602 3117

Victoria:
Herb Drury,
39 Allanfield Cres.,
Boronia, 3155.
Ph: (03) 321 2649

The Annual Membership fee for the SCMRA is $8 from March to February and $6 Joining Fee.

Membership entitles you to participate in the activities of the Association, to receive AMRM, and our newsheet Booster. Standards, Recommended Practices and Information Sheets covering model railway practice are included in the joining kit together with a vinyl ring binder and are also issued at regular intervals.

For further details write to the secretary or contact the divisional representative.

Meetings are usually organised on the second Saturday on each month in New South Wales, Victoria and Queensland. For further details and location please contact the divisional representative.

New South Wales
June 9: Meeting with discussion on microcomputers and model railways at **Carlingford**
July 14: Meeting with discussion on scenery construction at Engadine.
August 11: Association AGM and demonstration of FSM kits at Narraweena.

Victoria
June 9: Meeting with demonstration of 'Walk around control' on a layout at Melbourne.
July 14: A theoretical and practical demonstration of dispatching and freight car forwarding.

Queensland
June 9: Meeting at Zillmere.

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Continued on page 62.

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No. 41 — November/December, 1969
No. 43 — March/April, 1970
No. 44 — May/June, 1970
No. 50 — May/June, 1971
No. 54 — January/February, 1972

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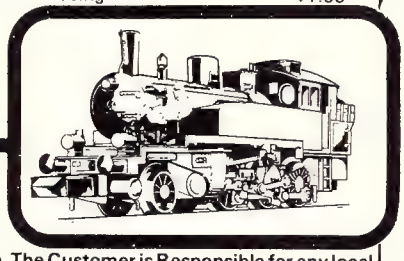

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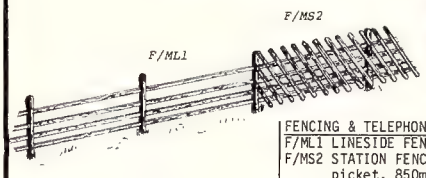

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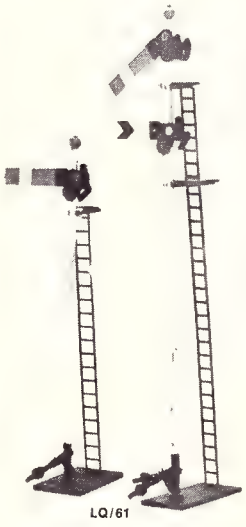

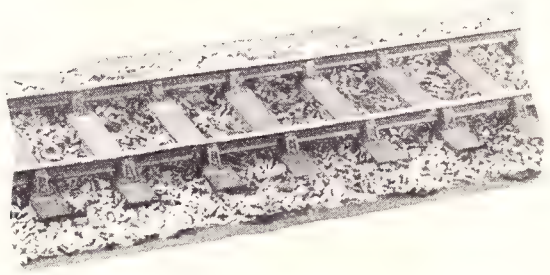

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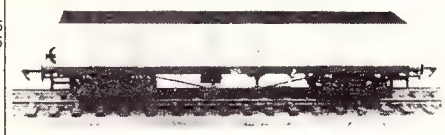


5071 L.M.S. Bogie Ore Wagon

UQ/70 L.M.S. Upper Quadrant Signals

WAGON KITS

5062 G.W.R. Bogie Bolster 'A', includes floor, bolster & staunchions, Triang type couplers, 140mm long $2.50

5063 G.W.R. 'Iron Mink', 10ft wheelbase chassis with brake gear etc., no couplers $2.50

5064 G.W.R. 5-plank Open Wagon, correct pattern underframe and brake gear, Triang type couplers with provision for fitting other types. Water slide transfers $2.50

5065 G.W.R. 12 ton Box Van, Triang type couplers with provision to fit other types. Water slide transfers with numbers for 6 vehicles ... $2.95

5066 G.W.R. Motor Car Van (Mogo) with parts similar to 5065. Built for carriage of new cars from works such as Morris Cowley at Oxford $2.95

5069 G.W.R. 20 ton Brake Van with dry transfer lettering ... $3.25

5071 L.M.S. Bogie Ore Wagon (ex Caledonian Railways), Triang type couplers $2.50

5072 L.M.S. 12 ton Box Van, arc roof, corrugated ends, 10ft wheelbase chassis with brake gear etc. no couplers $2.50

5073 L.M.S. 3-plank Open Wagon with parts to make fitted B.R. version or older non-fitted type, Triang type couplers, transfers for either version $2.50

5091 S.R. 12 ton Box Van with characteristic S.R. 3-centre roof, 10ft wheelbase chassis, no couplers. $2.50

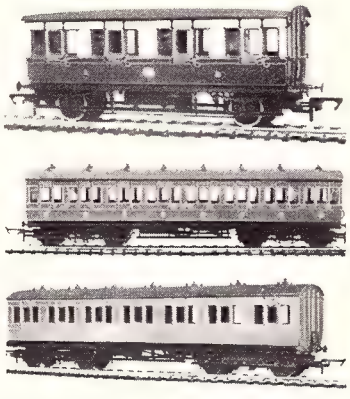
COACH KITS - G.W.R. 4-WHEEL $4.25
5610 All 3rd 5612 Composite
5613 Brake Composite

COACH KITS - L.M.S. (MIDLAND) LOW ROOF
48ft SUBURBAN $7.50
5710 All 3rd, 8 compartment
5711 All 1st, 7 compartment
5713 Brake/3rd, 6 compartment
5714 Brake/3rd, 4 compartment

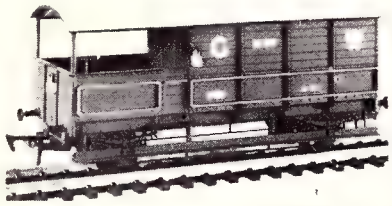
COACH KITS - L.M.S. (MIDLAND)
48ft CLERESTORY $7.50
5720 All 3rd, 6 comp., lavatory,luggage
5722 Compo, 3-1st, 3-3rd, lavatory
5723 Brake/3rd, 4 comp.,lavatory,guard

COACH KITS - L.M.S. (L.N.W.R.) 50ft
CORRIDOR ARC ROOF $12.50
5730 All 3rd 5732 Composite
5733 Brake/Compo 5734 Brake/3rd

COACH SEAT MOULDING $1.20
CSM/2 enough for eight compartments



(Top left) 5611 GWR 4-wheeled Compo
(Centre left) 5710 Midland all 3rd
(Lower left) 5711 Midland all 1st



5069 G.W.R. 20 ton 'Toad' Brake Van

The underframe as illustrated is available separately for the Scratch body builder and may be built in either vacuum fitted or non-vacuum fitted form. It is also ideal for placing under some proprietory wagons to give them a finescale appearance.

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Per 8 wheels on 4 axles

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W/002	12mm disc	.50
W/003	14mm disc (Mansell)	.50
W/004	14mm spoked tender	.50

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BM-3	Midland 10ft Passenger Bogies as fitted to 5710 etc. with Triang type couplers ..... Pair	$1.65
B/LNW4	LNWR 8ft Passenger Bogies Pair	$1.65
DF-1	Diamond Frame Freight Bogies with Triang type couplers Pair	$1.20
PL-2	GWR PLate Bogies with Triang type couplers ..... Pair	$1.20

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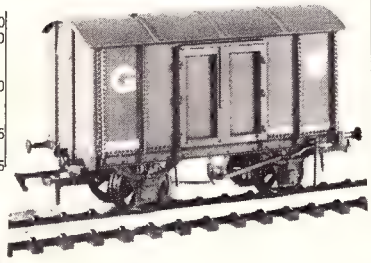
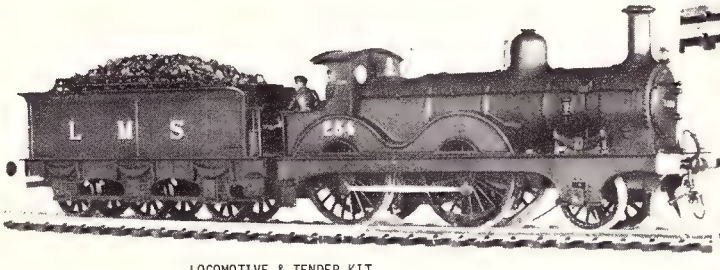
4360	Coach Underframe for 5610/12..	$1.20
4361	Coach Underframe for 5613	$1.20
5050	Wagon Underframe, 10ft wheelbase, complete with wheels, no couplers	$1.20
5060	GWR Wagon Underframe, 10ft wheelbase with wheels & Triang type couplers.	$1.35
5750	Underframe and Bogies for all LMS (Midland) coaches	$3.25



5063 G.W.R. "Iron Mink"

5064 G.W.R. 5-plank Open Wagon



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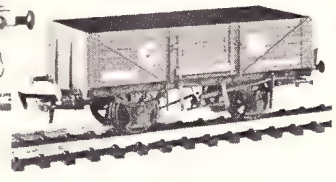
5778 L.M.S. (MIDLAND) Johnson 2-4-0
Loco with tender $36.95



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4303	for 5713 LMS Suburban, Brake/3rd, 6 compartment	$1.50
4304	for 5714 LMS Suburban, Brake/3rd, 4 compartment	$1.50
4310	for 5610 GWR 4-wheel, all 3rd.	$1.00
4312	for 5612 GWR 4-wh., compo	$1.00
4313	for 5613 GWR 4-wh., Brake/3rd.	$1.00
4320	for 5720 Midland Clerestory, all 3rd/luggage	$1.50
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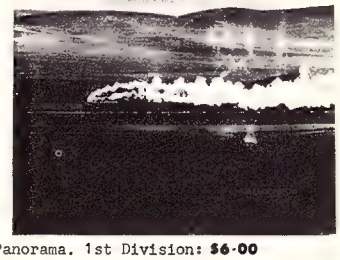

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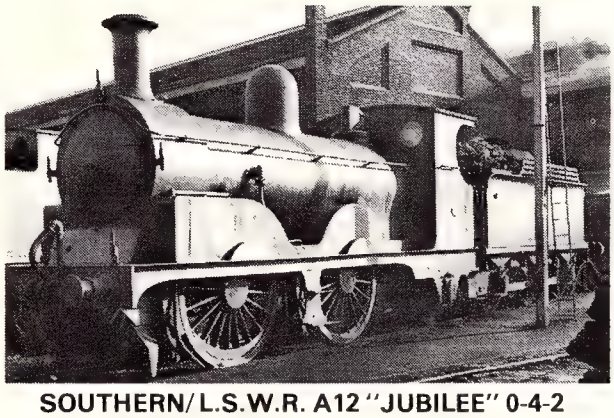

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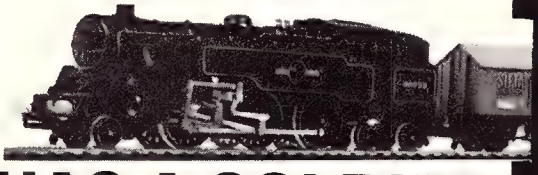

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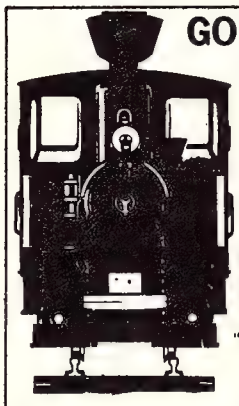

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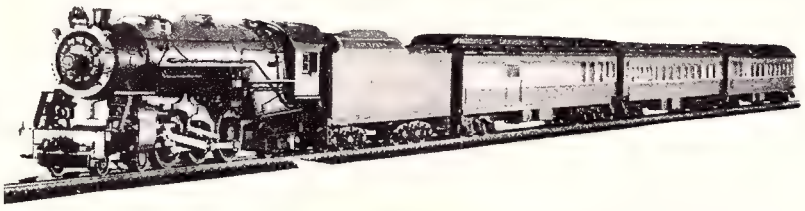

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'MAINLINE'
A comprehensive range now in stock

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A large range of
'LILLIPUT'
locos & rolling stock

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GP9 with Flywheel	$25.40
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Call in and see Joe or Col for your Hobby Requirements (or a chat)

Electronic Throttle $18.25

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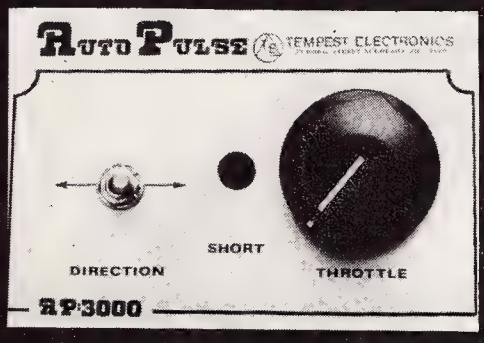

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- Easy to install and operate.
- 2 year guarantee.

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In a series of high quality

AUSTRALIAN PROTOTYPE KITS

LCH (4 wheel Coal Hoppers)
Complete with hopper, chassis, wheels & dummy couplers.

$3.75

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Spray Painting brass engines, including decaling and weathering $20
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SEARLE'S
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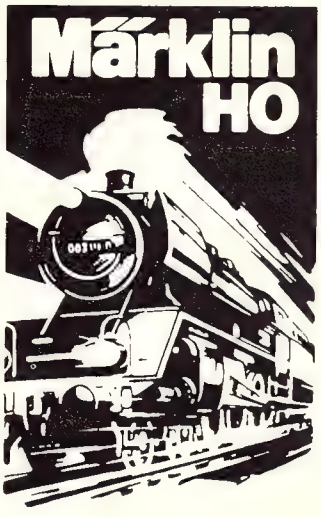

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TRAINS INC C&NW CABOOSES

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41 Conifer Street,
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IMPORT HOBBIES

Newsletter
Published about six times per year and will keep you up to date on new arrivals and scheduled items. It will be published on alternate months to AMRM. Cost July — December $1.00 for 3 issues; January — December $2.00 for 6 issues.

Athearn
The Trainmaster is coming, expected price about $32.00. Avail in SP, CB&Q, N&W, AT&SF, PR. Orders being taken. Delivery about August/September.

MnJ Decals HO Scale All $1.00 per set

1101	CR Diesel Loco
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2106	NSWR 42-43 Class Loco
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2110	NSWR 48-49-70-72 Class Loco
2901-15	Tank Cars Various
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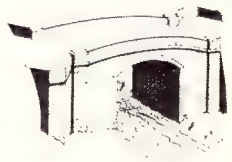
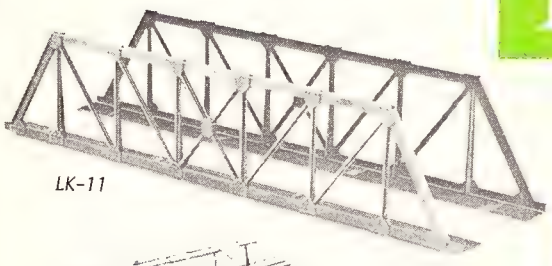
Postage extra on all items

PECO

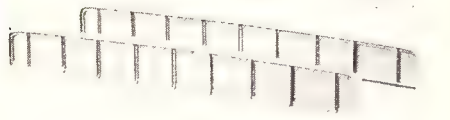
LINESIDE STRUCTURES

HO/OO N

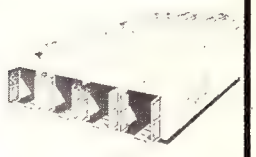


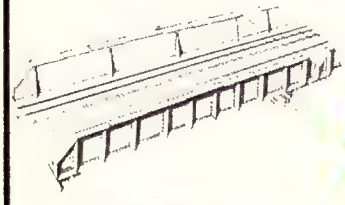


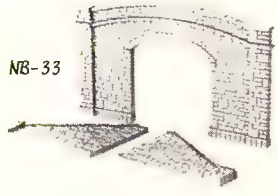
LK-11



NB-39







NB-33

LK-5

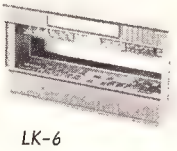
STRUCTURE KITS & PARTS	
LK-1 Water Tower	2.25
LK-2 Water Crane	1.15
LK-3 Coal Staiths	1.75
LK-4 Platelayers Hut	1.50
LK-5 Coal Office	1.50
LK-6 Station Bookstall	2.50
LK-10 Plate Girder bridge Sides (2)	2.25
LK-11 Truss Girder Bridge Sides (2)	2.25
LK-21 Chocolate Machines (6)	1.15
LK-22 Weighing Machines (4)	1.00
LK-23 Milk Churns (24)	1.35
LK-24 Packing Cases (6)	1.35
LK-25 Platform Seats (120	1.65
LK-31 Single Tunnel Portal (1)	2.25
LK-32 Double Tunnel Portal (1)	3.25
LK-33 Single Road Overbridge Side (1)	3.25
LK-34 Double Road Overbridge Side (10	3.50
LK-45 Flexible Field Fencing	1.65
LK-46 Field Gates, Stiles & Wicket Gates	2.15
LK-50 Level Crossing, wicket gates & Fencing	2.50
LK-51 Level Crossing, Boom Gates & Fencing	2.50

LK-4

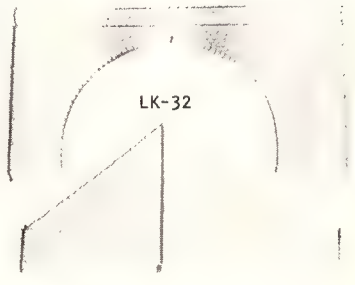
STRUCTURE KITS & PARTS	
NB-1 Lineside Huts (5)	3.75
NB-4 Signal Box, wooden type	3.25
NB-5 Single Stall Engine Shed	3.25
NB-6 Goods Shed - brick & timber	3.25
NB-9 Cedar Wood Bungalow - small	2.00
NB-10 Cedar Wood Bungalow - large	2.00
NB-11 Split Level House	2.75
NB-26 Platform Edging - brick	1.25
NB-27 Platform Edging - concrete	1.25
NB-28 Platform Edging - stone	1.25
NB-31 Single Tunnel Portals (2)	2.15
NB-32 Double Tunnel Portals (2)	2.35
NB-33 Single Road Overbridge Sides (2)	2.15
NB-34 Double Road Overbridge Sides (2)	2.35
NB-39 Girder Bridge Sides, 114mm (4)	1.50
NB-40 Stone Walling approx. 32,250mm^2	2.15
NB-42 Brick Walling - red.	2.15
NB-43 Brick Walling - terracotta	2.15
NB-45 Brick Walling - blue	2.15
NB-45 Flexible Field Fencing	1.50
NB-46 Field Gates, Stiles & Wicket Gates	1.65

NB-5

NB-1



LK-6



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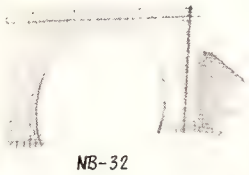

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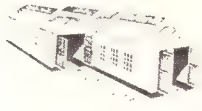

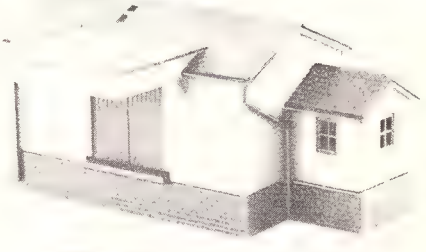

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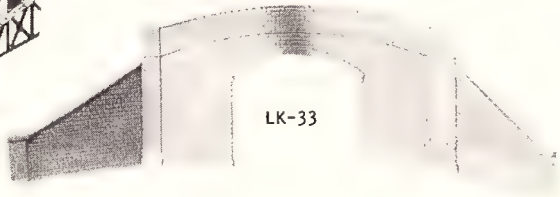
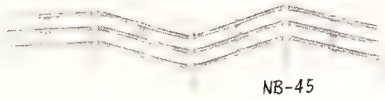
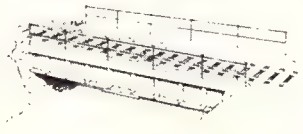


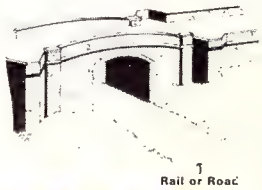
LK-33



NB-45

NB-46





Rail or Road

TO ALL RETAILERS: _____

Prices shown in this advertisement are recommended prices only and there is no obligation for dealers to comply with the recommendation.

from good hobby shops everywhere

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F7 Diesel Chessie

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GP38-2 S. Fe

$1.95

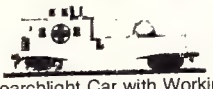
Crane Car with Working Hook & Boom

$3.95

Track Cleaning Car

$1 50

Gondola with Removable Containers



1.50

Searchlight Car with Working Light

1.10

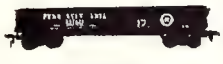
Steel Box Car (C P Rail)

1.10

Cattle Car (Katy)

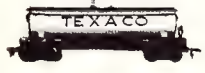
.99c

Reefer Car (Dubuque)



1.25

Gondola



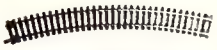
1.75

Tank Car (Texaco)

1.25

Coal Hopper Car (C B & Q)

3' (91cm) Flex Track 1.50



18 Curved Track (4 pcs.)

6" Straight Track (4 pcs.)

9" Straight Track (4 pcs.)

.99c pkt

HO BRASS TRACK

The Train Specialists

Check the Range! OO/HO & N

TRACK: Peco, Hornby, Roco, Lima, Shinohara.

LOCO & ROLLING STOCK: Hornby, Lima, Roco, Mehano, Rivarossi, Roundhouse, Life-Like, Airfix, Model Power, Tyco, Athearn, Atlas, Bachmann, Piko, Minitrix, Roco, Liliput, Wrenn, Jouef, Model Dockyard Brass Locos, Friedmont Kits etc.

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TRACKSIDE KITS & ACCESSORIES: Heljan, Kibri, Pola, Tyco, Hornby, Vollmer, Builder Plus.

DEALERS for
Model Dockyard Pty Ltd
Australian Model Craft Pty Ltd
HORNBY
LIMA
A.M.R.I.

BANKCARD & LAY-BY WELCOME

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NEW LISTS DUE FOR RELEASE SOON
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See our NEW Gift Range

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A DIVISION OF TOYMAN IMPORTS PTY. LTD.

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YENNORA, N.S.W., 2161

Phone: (02) **632 5002**

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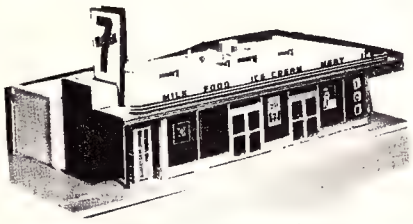
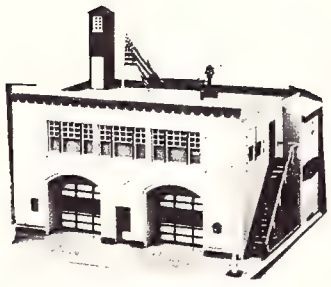
HO BUILDING KITS

~~$6.95~~ **$2.95**

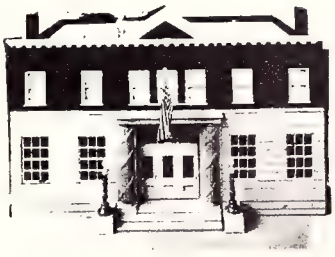


01356 Convenience Store

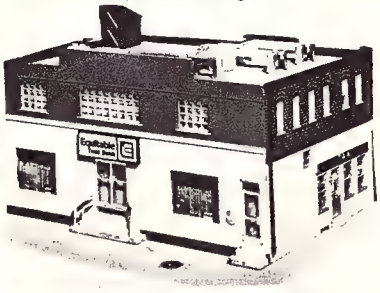


01390 Hampden Fire Engine House #46

01354 Rose House



01382 Woodlawn Police Station



01381 Equitable Trust Co. Bank

01116 Road Barriers **50c**

Handpainted poles, signs **50c card**

~~$3.95~~

01348 Trackside Shanties **$1.95**

LH Manual Switch **$1.95**

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Realistic electric poles, signs, lampposts and lights work from most power packs.

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01213 Floodlight Pole (1 per card)
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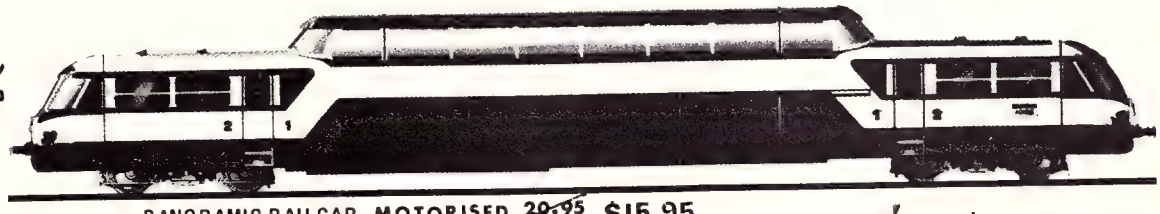
~~Rec Ret 2.75~~

99c PER CARD

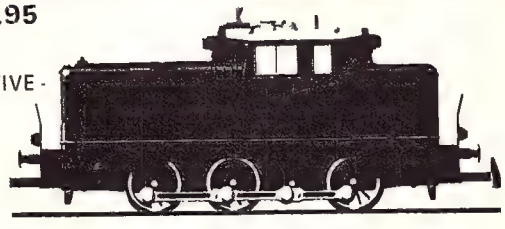
UP TO **40%** **OFF** SUGGESTED RETAIL

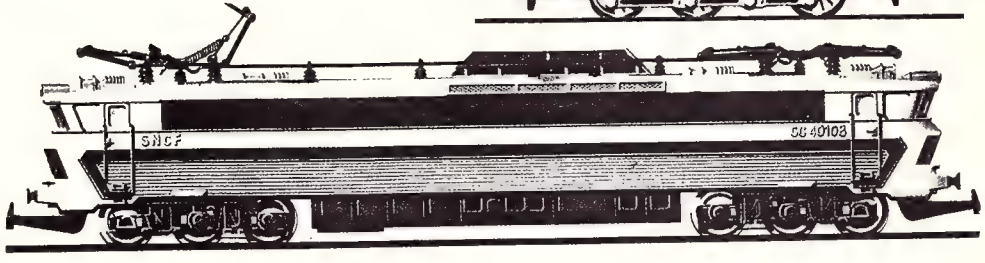


PANORAMIC RAILCAR - MOTORISED ~~20.95~~ **$15.95**

OF **Jouef**

DIESEL HYDRAULIC LOCOMOTIVE - **$16.95**





no 8432

~~22.95~~ **$12.95**

Dozens of other items priced to clear!

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A DIVISION OF TOYMAN IMPORTS PTY. LTD.

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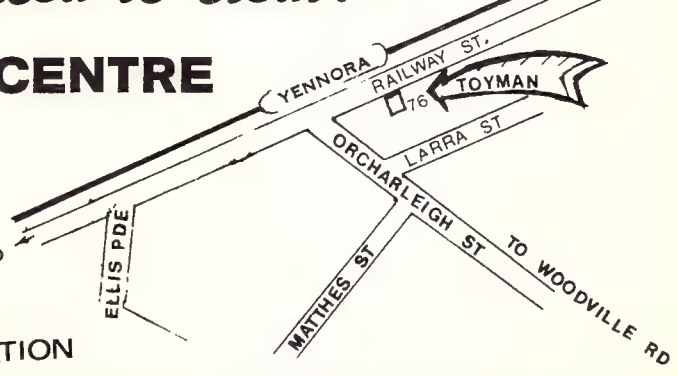
YENNORA, N.S.W., 2161

OPEN 9 to 5 Mon – Fri, Thur – 8pm,
Sat 9 – 2pm

OPPOSITE YENNORA STATION



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'LIGHT SOLD' SOLDERING IRONS
RATED 12v 18w $11.60

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We STOCK:

HO/OO	N
HORNBY	LIMA
WRENN	BACHMANN
LIMA	MODELPOWER
TYCO	ATLAS
BACHMANN	RIVAROSSI
MODEL POWER	PECO

KITS:
KIBRI, POLA, AIRFIX, TYCO, FALLER, HELJAN, HERPA, HORNBY, REVELL, LIFELIKE.

RAIL TRACK:
HORNBY, PECO, LIMA, TYCO.

FIGURES:
HO – PREISER, MERIT.
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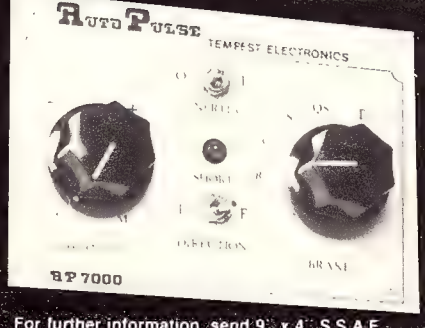

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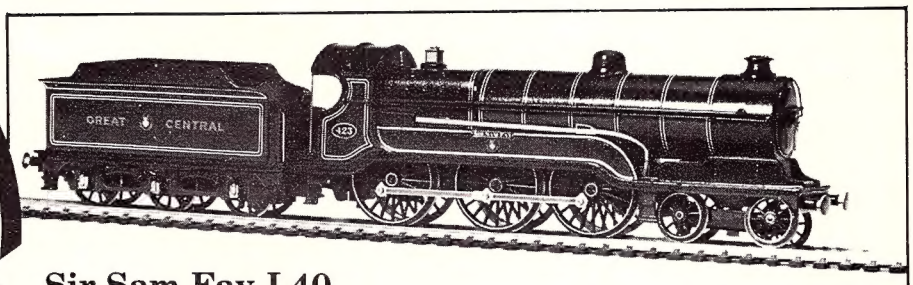

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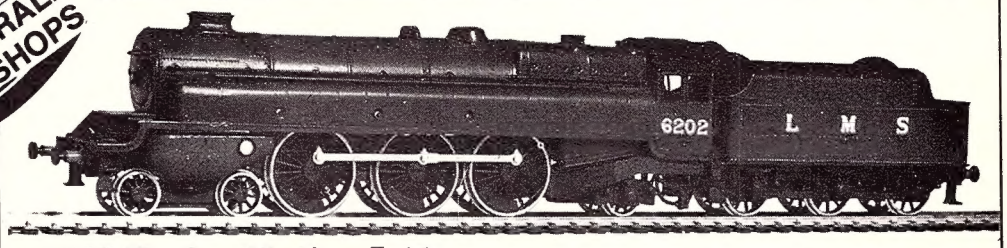

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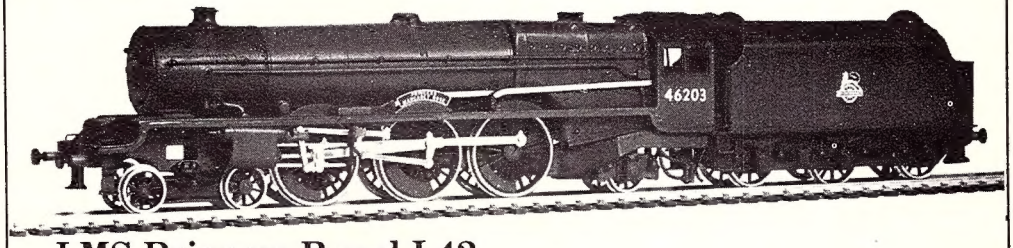

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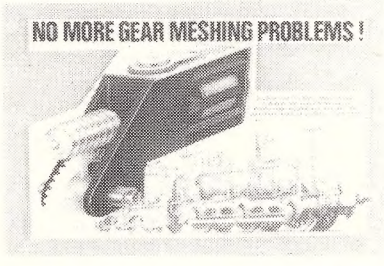

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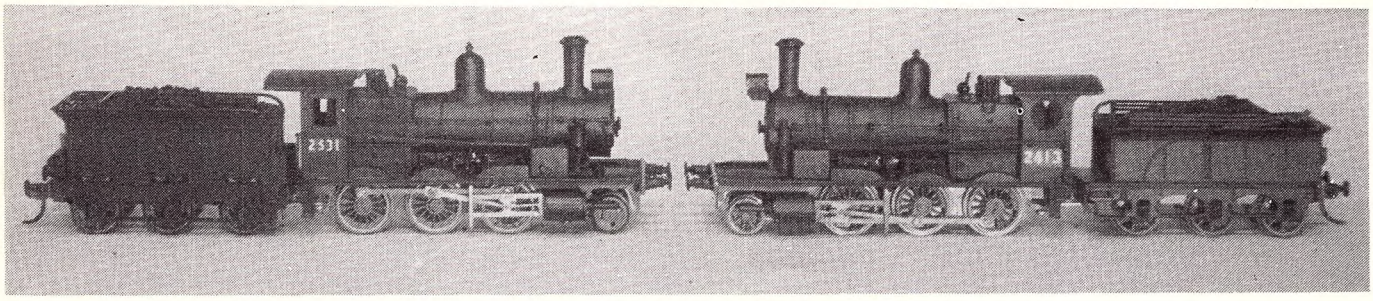

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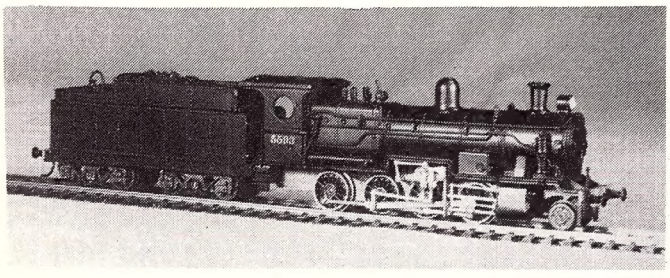

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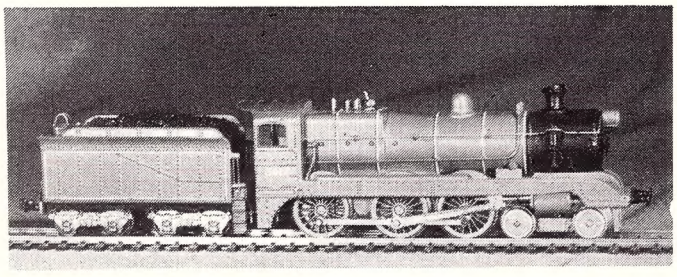

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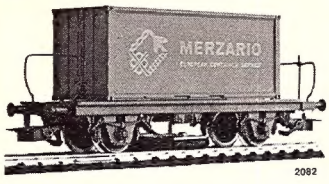

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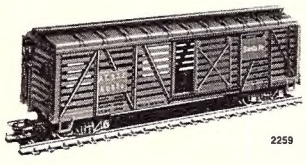

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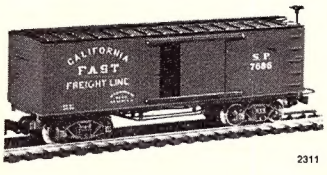

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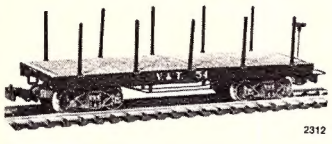

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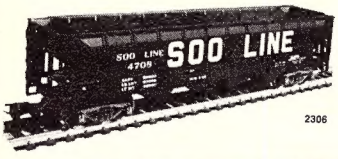

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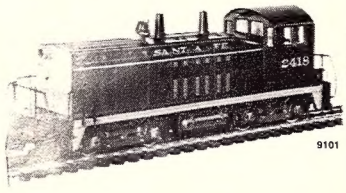

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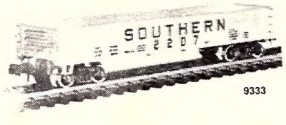

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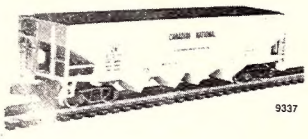

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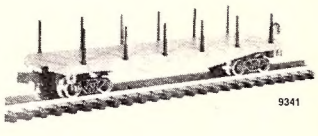

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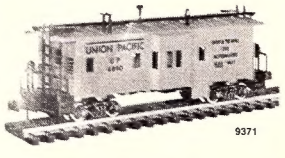

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N

AMERICAN DIESEL LOCOMOTIVES

9101 GM SW1500 Cow $45.00
9111 GM SW 1500 Calf (Dummy) $15.00
9140 FM - Santa Fe $32.50
9141 FM - Union Pacific $32.50
9142 FM - Milwaukee $32.50
9143 FM - Pennsylvania $32.50
9144 FM - Southern Pacific $32.50

AMERICAN STEAM LOCOMOTIVES

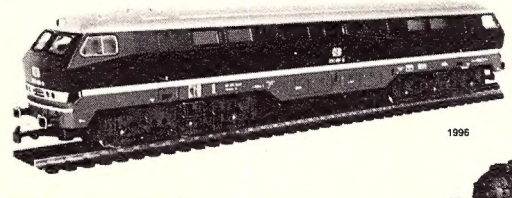
9133 Mikado 2-8-2 GTW - black $65.00
9134 Indiana Harbor Belt 0-8-0 .. . $57.50
9135 B. & O. 0-4-0 with tender .. . $47.50
9136 Mallet Y6B Articulated - N&W . $99.95
9186 Berkshire 2-8-4, Nickel Plate Road - black $77.50
9198 Heavy Pacific, AT & SF - black $72.50
9199 Heavy Pacific, B&O "Capitol Limited" - blue $65.00

AMERICAN TRAIN SETS

9007 "Chippewa-Hiawatha" - Pacific, (9130), Pullman, Combine and Observation Cars. $65.00
9008 "Capitol Ltd" - B&O Pacific (9132), Pullman, Combine and Observation Cars. $80.00
9010 "Shenandoah Freight" - Mallet Y6B Loco, eight freight cars & a caboose $125.00
9012 "Golden Spike Centennial" - AAR Berkshire, 3 passenger cars . $99.95
9013 "Crescent Limited" - Pacific & 3 pass'r cars - green & black $95.00

TRACK & GENERAL PURPOSE LINES

9772 Track Pack 'C' with track, girders, bridge & piers for figure 8 flyover $27.50
9800 Level Crossing, mechanical operation by weight of train $5.75
9822 Kit for two different types of buffer stops $1.50



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ILLUSTRATED COLOUR CATALOGUE OF HO, N & O GAUGES
$7.50 - (PLUS POST $1.25)

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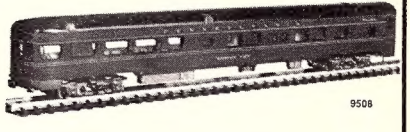

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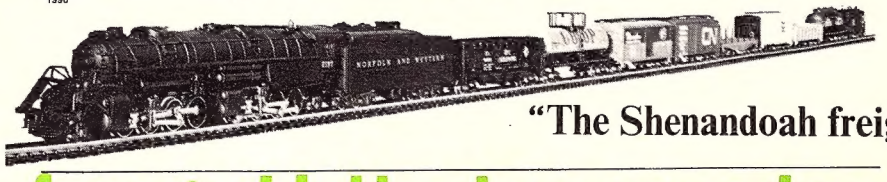

"The Shenandoah freight"

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